

# AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

**FUTURE OF MINI SPECIAL**

# Mini's MX-5

Stunning roadster to spearhead British brand's new five-car line-up

**AUTOCAR  
IMAGE**



**Plus** First UK  
drive of the  
Mazda Mini  
must beat



**ALPINA AT 50**



**Alpina's best cars**  
50 years of fettling fast BMWs

**ROAD TEST**



**Race-bred Bentley**  
'Expensive, exclusive, dramatic'

**BUYING USED**



**Bonkers Brit bargains**  
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**New McLaren 570S**  
First taste of £140k 911 Turbo rival



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A blue BMW 3 Series Saloon is shown from the rear three-quarter view, driving on a winding coastal road. The road is paved and has a white line. The background features a large, leafy tree on the left, a clear blue sky, and a view of the sea and distant mountains. The car is in motion, as indicated by the blurred background and the motion blur on the road surface.

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(3.3–6.1 l/100 km). Combined 74.3–36.7 mpg (3.8–7.7 l/100 km). CO<sub>2</sub> emissions 99–179 g/km. Figures may vary depending on driving style and conditions.





# New Hyundai i30

## It stopped you in a magazine, imagine what it will do in the street.

Go beyond the stunning good looks of the New i30 and you'll quickly discover so much more. Spacious, efficient and full of all the latest technology, it's a car designed to be as enjoyable to drive as it is to look at. We make it possible from £12,995\* including £2,200 customer saving. Find out more at [hyundai.co.uk](http://hyundai.co.uk)



Fuel Consumption in MPG (l/100km) for New i30 range: Urban 29.4 (9.6) – 67.3 (4.2), Extra Urban 47.1 (6.0) – for comparative purposes and may not reflect all driving results. Model shown: New i30 Premium 1.6 120PS manual 5 door 5 door hatchback including £2,200 customer saving. Offers available between 1st July and 30th September 2015 inclusive. 5 Year Unlimited Mileage





83.0 (3.4), Combined 38.7 (7.3) – 78.4 (3.6), CO<sub>2</sub> Emissions 169 – 94g/km. These official EU test figures are to be used as a guide hatchback at £19,325 OTR including Sleek Silver metallic paint at £530 and £1,500 customer saving. \*On the road price of £12,995 applies to New i30 S 1.4 100PS Blue Drive manual. Warranty terms and exclusions apply. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.





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Fuel consumption in mpg (l/100km) for the Kia Rio 'SR7' are: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0). CO<sub>2</sub> Emissions are 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Rio 'SR7' between 01/07/15 and 30/09/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Rio 'SR7' 1.25 84bhp 5-speed manual at £10,845 including £1,000 customer saving. Non offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit [www.kia.co.uk](http://www.kia.co.uk). The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.



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Nic Cackett, p24



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Monthly payment shown based on £2,087 deposit, 36 monthly payments of £159 and an optional final payment of £7,584. Finance provided by RCI Financial Services Limited, PO Box 149, Watford, WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 years and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply. Visit [renault.co.uk](http://renault.co.uk) for full details. Offer cannot be used with other schemes or finance offers and is available on featured new vehicles when ordered and registered before 30 September 2015. Offer based on 6,000 miles per annum excess mileage of 8p per mile inc VAT. Participating dealers only. Car shown has optional metallic paint available at an additional £495, optional painted roof available at an additional £399, and Explore alloys with black inserts available at an additional £275.



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### AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

#### NEWS

##### Aston Martin's F1 link

British sports car firm in talks with Red Bull Racing



#### FEATURE

##### Alpina at 50

Revered German maker celebrates half a century



#### GALLERY

##### Alfa Romeo's stars

We delve into the firm's restored car collection



#### REVIEW

##### Singer on song

We explore its latest tribute to Porsche's 911



#### DRIVING LESSON

##### Rally masterclass

Sideways tips from rally legend Jimmy McRae



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# Wanted: people for the UK car industry

**THE BRITISH AUTOMOTIVE** industry is in rude health, turning over a record £69.5 billion last year, according to the Society of Motor Manufacturers and Traders (SMMT).

That represents an increase of 6.6% compared with the previous year, and it means that the average worker in our industry is generating a whopping £440,000 per year. This was driven by increased manufacturing output and growth in vehicle sales and exports.

That's all well and good, but the one thing lacking in the industry is sufficient people.

Such is the rate of growth that there is a serious skills shortage among manufacturers and suppliers, and it has the potential to cut off the success story in its prime.

The UK is well placed to capitalise on growing areas of the industry such as autonomous cars and hybrid technology, but to do so it needs bright talent in every area of the industry, particularly in engineering.

It's the one dark cloud in an otherwise vibrant picture.

**MATT BURT** HEAD OF CONTENT

[matt.burt@haymarket.com](mailto:matt.burt@haymarket.com) @Matt\_Burt\_





# THIS WEEK

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**AUTOCAR  
IMAGE**



## Mini forges ahead wi

■ Plans for Superleggera roadster include 216bhp, AWD plug-in hybrid ■ John Cooper Works

**M**ini is pursuing plans for a new flagship roadster after what company insiders describe as an overwhelming response to its Superleggera concept, first revealed at the 2014 Concorso d'Eleganza Villa d'Este in Italy.

The new two-seater is intended as a direct rival to the new Mazda MX-5. It is likely to form part of a future five-pillar Mini line-up, as an offshoot of the Cabriolet model, and has been conceived to use a range of powerplants. These include a new petrol-electric plug-in hybrid system that provides the basis for a 216bhp four-wheel-drive variant.

Speaking about plans to progress the Superleggera towards production, Mini boss

Peter Schwarzenbauer said: "The interest was tremendous when we showed this concept car. We are now working hard to get it on the street. It's an economically challenging project and there is no firm decision, but we have a lot of people here that are fighting for it. I think it would be extremely good for the brand."

The basis for the new Mini roadster is the short-wheelbase UKL platform of parent company BMW. This platform is also used by the current Mini hatchback. The versatile structure is described as being highly suitable for an open-top car because of its rigidity and low weight.

Unlike the rear-wheel-drive MX-5, the Superleggera is

planned to be offered natively with front-wheel drive. The option of four-wheel drive is likely to be available for more powerful versions.

Schwarzenbauer insists the Superleggera is not seen inside the company as a replacement for the existing Coupé and Roadster models. "They don't compare. The Superleggera is a serious sports car," he said.

Power is expected to come from a range of three-cylinder and four-cylinder petrol and diesel powerplants, all of which are used in other Minis. Ranging from 1.5 to 2.0 litres, they are likely to offer between 134bhp in an entry-level Cooper model and 227bhp in a John Cooper Works variant.

The plan to provide the new

roadster with a hybrid option has led one Mini official to describe the new roadster as a junior BMW i8. The official said: "The system is quite similar, although it has been turned 180deg to site the combustion engine at the front and the electric motor at the rear. It also provides the scope for on-demand four-wheel drive and electric drive up to 50mph."

This new hybrid system will appear first on BMW's 2

Series Active Tourer (driven on p26). It uses a front-mounted turbocharged 1.5-litre petrol engine developing 134bhp and 162lb ft and a rear-mounted electric motor with 87bhp and 122lb ft. All up, it has a total system output of 216bhp and 209lb ft of torque.

In the 2 Series Active Tourer, drive is channelled from the combustion engine to the front wheels through a six-speed automatic gearbox.

***'The hybrid system provides the scope for 4WD and electric drive up to 50mph'***



Superleggera will retain traditional roadster proportions



# th new MX-5 rival

version to get 227bhp ■ Due in 2019

The electric motor transfers its power to the rear wheels via a twin-speed gearbox also mounted at the rear in a layout that provides a distinct rearward weight bias.

Energy for the electric motor is provided by a relatively small 7.7kWh lithium ion battery that is also sited at the rear.

The first Mini to feature the new hybrid system will be the second-generation Countryman, due in the second half of 2017. It is expected to be followed by the Superleggera roadster in 2019.

Stylistically, the new Mini roadster is expected to lean heavily on the Superleggera concept car. Both longer and wider than the existing version, it has classic roadster

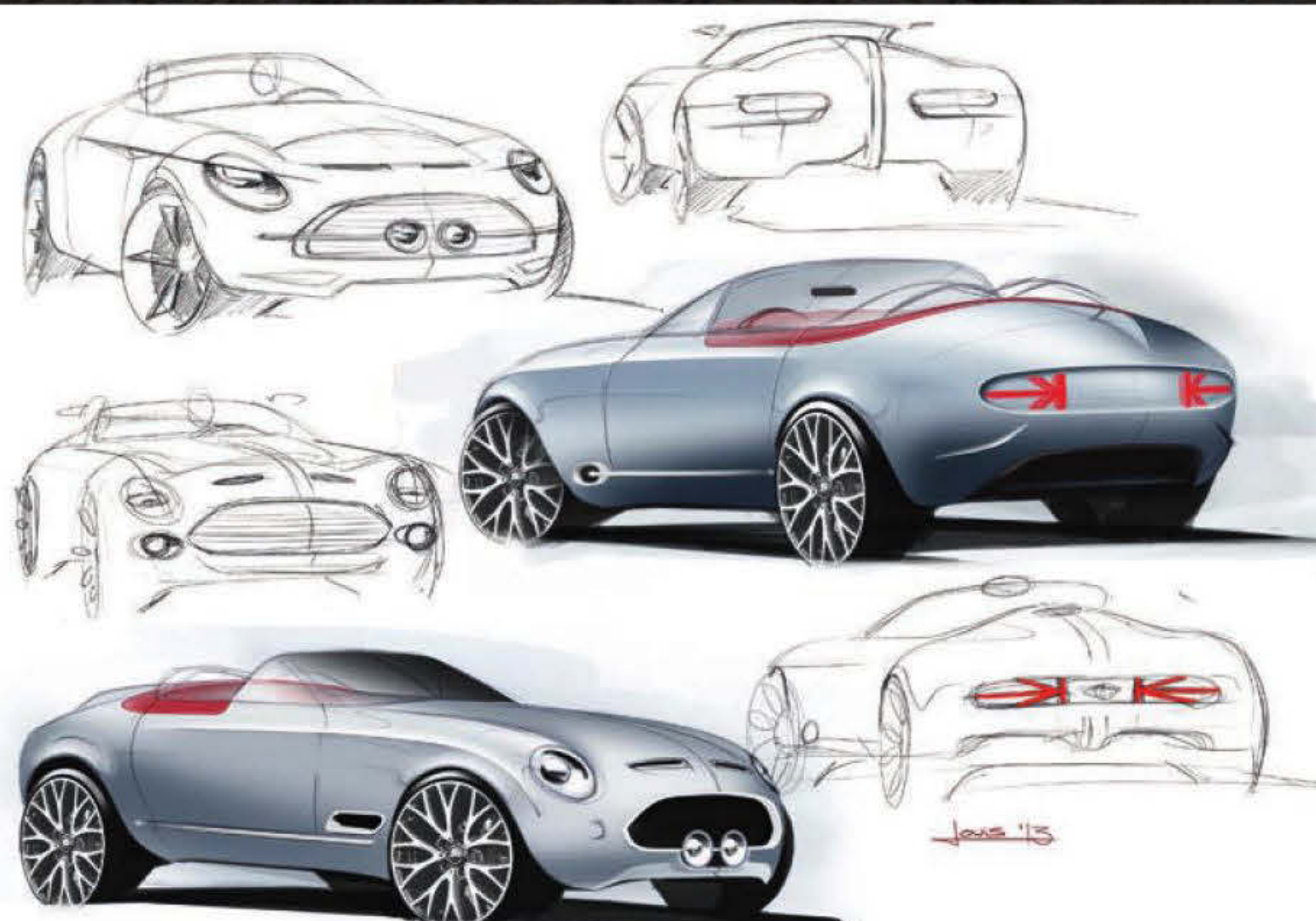
proportions with a long-by-Mini-standards nose, a two-seat cabin set well back within the wheelbase and a minimal rear overhang.

Overall, the body is more heavily structured than that of existing Mini models. Prominent elements include a defined shoulder, distinct swage line and an abruptly curtailed rear end.

Plans to base the production version of the Superleggera around the UKL platform suggest it could be produced on the same production line as the hatchback at Mini's Cowley plant in the UK.

**GREG KABLE**

» The other new models in Mini's future p12



Design drawings for the original concept car provide the starting point for a production Superleggera





# Mini plans 'authentic SUV'

Rugged Countryman replacement to join new Clubman and Cabriolet in Mini line-up by late next year

**T**wo more new Mini bodystyles are on the near horizon, following the unveiling of the new Clubman earlier this month.

Later this year the all-new Cabriolet, codenamed F57, will be revealed. It remains a four-seater, keeps the familiar two-stage folding fabric roof and is expected in showrooms by early spring next year.

After that, the next all-new Mini will be the replacement for the Countryman. Sources at parent company BMW say the new Countryman will be an "authentic SUV". It is expected to go on sale in the final quarter of next year.

The second-generation Countryman is expected to be more rugged than the current model, taking some cues from the Mini X-Raid, which has won the Dakar Rally four times since 2012.

The Countryman will be based on the same UKL architecture as the Clubman, so the new model, codenamed F60, will be significantly more spacious than its predecessor.

It's expected to be just over 4.25m long (a stretch of 150mm) and at least 10mm wider than the current Countryman. The boot will also be noticeably bigger than the current 450 litres.

The new Countryman will be offered with the same four-wheel drive system as BMW's 2 Series Active Tourer.

Although the original Countryman, launched in 2010, was widely regarded as a step too far for the revived marque, it quickly accounted for more than a third of Mini sales.

Mini boss Peter Schwarzenbauer has already said he wants Mini to have five 'superhero' models.

However, BMW has yet to fully reveal the final Mini family line-up as the company's small-car plans remain in flux.

Schwarzenbauer recently revealed an example of how BMW's plans for its front-drive vehicles are still changing. He said the next-generation 1 Series might not be built on the UKL architecture and could remain rear-wheel drive after all. A decision will be made towards the end of this year.

As for the Mini brand, four of the superhero models will be on sale by late next year. The hatchback twins are one family, followed by the Clubman, Cabriolet and Countryman as stand-alone models. While it now looks like a production version of the Superleggera concept will be a spin-off from the Cabriolet, that leaves one more model line to be announced.

Two different models are rumoured. Firstly, it's thought Toyota and BMW engineers have been working on a joint city car platform that would potentially allow the tiny Mini Rocketman concept to be brought to life.

Secondly, it's thought a Mini Traveller MPV (essentially a sister car to the BMW 2 Series) has also been developed as a possible new model line.

On the downside, the Rocketman could be difficult to justify if Mini wants to head upmarket, selling larger and more expensive models.

However the plans for the fifth model line pan out, there will be a number of highly appealing Mini variants over the next 24 to 36 months.

It's thought Mini has drawn up plans for a coupé-like SUV based on the new Countryman. It would still have five doors and

be, in effect, a sister car to the planned BMW X2.

Meanwhile, a plug-in hybrid Clubman is in the works, using the same transmission as the 2 Series Active Tourer eDrive (see p26). A small electric motor is mounted on the rear axle, which is used to provide acceleration assistance and occasional pure electric drive.

Also expected is a high-performance Clubman aimed at the Volkswagen Golf R estate. This is rumoured to have a highly tuned turbocharged four-cylinder engine with as much as 300bhp and four-wheel drive. The same powertrain is expected to be used for a high-performance version of the new BMW X1.

A version of the new Countryman with genuine off-road ability is thought to be in development, too.

**HILTON HOLLOWAY**





New Countryman  
will be bigger than  
the current model



HILTON HOLLOWAY

## Why Mini is pushing upmarket

THE CONSENSUS IS that the Mini brand, relaunched under BMW ownership in 2001, has been an object lesson in product development, branding, marketing and creating a demand for customisation.

However, Mini has not been a runaway success as a business, with profits likely to have been as small as the original Issigonis model was. Indeed, it is possible that over 14 years and two generations, Mini hasn't made any money at all, when the research and development spending is taken into account.

No one can be definitive about Mini's financial situation because BMW doesn't give details for the British brand. But there's little doubt BMW's decision to build front-drive

BMW-branded cars was given a huge push by problems caused by Mini's lack of scale.

Mini sold 305,000 cars in 2013 and 302,000 in 2014. That's not to be sniffed at, but it's a relatively small number for a global brand with a stand-alone platform.

It is almost impossible for a car maker to turn a profit on a car engineered, built and sold in Europe for a price of much less than £18,000. And although Mini has sold some highly optioned models, my suspicion is that the average Mini transaction price is not as high as BMW would like, or needs.

It's this essential calculation that has pushed the new Clubman into Audi A3 territory. Out goes the jokey, youthful

marketing image and in comes something more serious and worthy, with a price to suit.

Cars with high-level engineering content are ever more expensive to design, engineer and produce. Although this can be made to work for premium brands, it shows just how increasingly difficult it is for mainstream brands, or those charging mainstream prices. Which is why Mini is heading upmarket as fast as possible.



## Mini's five 'superheroes'



**MINI HATCH**

The Mini hatchback is now available with either three or five doors. The five-door version may grow in the future but the three-door is unlikely to differ much from today's car.



**MINI CLUBMAN**

The new Clubman is drastically different from the previous one and is the largest Mini you can buy. It is now pitched as an alternative to hatches like the VW Golf and Ford Focus.



**MINI COUNTRYMAN**

The next Countryman looks likely to grow again, taking it back to being the biggest Mini available. A more rugged, off-road version is also likely, as is an SUV coupé.



**MINI CABRIOLET**

The all-new Cabriolet will not be notably different from the old version, retain the four-seat layout and a fabric roof. The two-seat Superleggera could be spun off this platform.



**TO BE DECIDED**

Mystery surrounds the identity of the fifth pillar in the future Mini family. Two possibilities are a production version of the small Mini Rocketman concept from 2011 and a possible Traveller-badged MPV.





# Hyundai guns for Golf R

New Hyundai N performance division is readying an all-new i30 hot hatch for possible launch in 2017

**T**he first Hyundai N division high-performance road car will be based on an all-new i30, according to the firm's World Rally Championship boss, Michel Nandan. The hot i30 is expected to go head to head with the likes of the Volkswagen Golf R when it is launched in about two years' time.

Nandan did not elaborate on the expected performance of the car, beyond saying that N-brand cars will have a "high-performance engine" as well as "more sporty suspension". The engine specification is still under discussion, according to Nandan, who confirmed only that it would be turbocharged using WRC-derived technology.

However, it is understood that the next-generation i30 is being developed on an all-new platform specifically engineered with the high-performance version in mind and that Hyundai wants to use the N brand to fight for sales

at the extreme end of the hot hatch market. That would mean competing directly with the 296bhp Golf R and 345bhp Ford Focus RS.

It is expected that a hardcore version of the i20 will then follow, as Hyundai seeks to capitalise on the N brand as a means of adding desirability to its wider road car range.

Although he wouldn't be drawn on any specifics about N, Hyundai's new European boss, Thomas A Schmid, said the firm knew it had to be able to compete with the very best hot hatches before launching the N brand.

"Whatever we do has to be credible in the marketplace straight away, because the brand needs to build credibility," Schmid said.

Hyundai's current WRC car is an N-badged derivative of the i20 hatchback, but that will switch to an i20 coupé from next season.

Nandan said the motorsport branch of Hyundai has worked with the road-focused N brand to develop the new cars.

"We are quite well connected because we exchange information and data," he said. "From our [WRC] side, we get help with calculations, and engineers from R&D look at what we are doing and which way we do it. It's more technical co-operation."

"It's not that you can transfer things from a rally car to a road car. It's impossible. They're completely different and it's not the same purpose. But in terms of technology, yes. For some materials and technologies, this can be done."

Hyundai hired Albert Biermann, former chief engineer of BMW's M division, at the end of last year, with the specific brief of developing cars for the N brand.

**DOUG REVOLTA**

## Q&A THOMAS A SCHMID, COO HYUNDAI EUROPE

### Why the WRC and not F1 or Le Mans?

"We talk about creating emotion all the time. At a racetrack, the paddock is the most organised place in the world. Sure, it is easy for guests, but the environment is quite sterile. On a rally, you stand by the track, see the cars come by a few metres away, maybe get splattered by stones and taste the dust. That is an emotional experience that is incomparable."



### How long will it take for your brand image to match the quality of your cars?

"It takes time to build history and heritage. In the UK, probably everyone has a relative or friend who owned a Jaguar or Vauxhall when they were a child. They will have memories of Ford winning Le Mans and so on. That's why we're in the WRC, and why we sponsor events like the football World Cup."



### Why did you bring the Genesis to Europe?

"To show the capability of Hyundai. We are producing a product which can compete in the premium set, and does so in Korea."

## SUBARU LEVORG SET FOR UK

Subaru has confirmed that its new all-wheel-drive sports tourer will go on sale in September. The Levorg GT was revealed at the Geneva show in March and will come with a 1.6-litre boxer petrol engine. Pricing has yet to be announced.



## BIG DEMAND FOR CIVIC TYPE R

The Honda Civic Type R is already sold out until February 2016. The first examples of the 306bhp, £29,995 hatch only arrived in the UK this month. Honda UK boss Philip Crossman said: "The car has already exceeded all our expectations."





AUTOCAR  
IMAGE

## TVR poised to open order book for new sports car

A REVITALISED TVR will start taking deposits for its first new sports car later this month.

The company says its decision to take deposits so far in advance of the car's 2017 launch is down to the "huge, positive public reaction" to its proposed new range of at least four new models, as reported

by Autocar last month.

Interested owners can place a £5000 deposit for the new sports car. It has been designed by Gordon Murray and will be powered by a Cosworth V8 engine.

Although the car's final price is still unknown, the previous cost of TVRs suggests

a likely starting price of £60,000, rising to £80,000 when fitted with performance-enhancing options.

TVR operations director John Chasey said: "We've been totally blown away by the reaction to the new car. Our phone lines and online enquiry system went into

meltdown when the news was announced and we decided that we must begin to bring a structure to the enquiries and build a delivery pipeline well in advance of production.

"Volumes in year one will be limited as we ramp up production, so this allows us to reward those

individuals prepared to make a financial commitment at this early stage."

From those small initial volumes, TVR will look to scale up production. Because the company plans to be guided by TVR's production outputs in its heyday, a total of up to 1500 units per year is likely.



## Extrovert Seats on the way

SEAT BOSS JURGEN Stackmann believes the firm is on the cusp of being in a position to employ more extrovert designs on its vehicles – but he has warned his designers that they must never stray into creating 'fashion' vehicles.

Seat will launch a Nissan Qashqai-sized SUV next year, followed by a Nissan Juke-sized SUV the year after and a seven-seat SUV by 2019. Stackmann

believes that the small SUV in particular will give the firm licence to offer stronger style.

"Our first job has been to establish the core factors of the brand: reliability, safety, good value. Without these things, a design-led approach would be just fluff," he said. "But we are almost there, and the success of Leon shows buyers understand that."

"With that quality established, the time is

almost there to push design. Our design should be more overt than Volkswagen's. Our designers have done a fantastic job to date – so much so that they now do work across the VW Group – and there's scope to do more.

"My only caution is that we must never stray into fashion, where design compromises functionality or creates a look that is only desirable for a short period of time."

### BLOODHOUND RECORD DELAY

The Bloodhound team's attempt to take the land speed record to 1000mph has been delayed until 2017. The car will aim to hit 200mph this year and then attempt to break the current 763mph record by passing 800mph next year.



### OMENS GOOD FOR 308 R HYBRID

The Peugeot 308 R Hybrid looks set to make production. Peugeot boss Maxime Picat has published images of the 493bhp car being driven by PSA Peugeot Citroën chief Carlos Tavares, saying it looks like the car "is ready to move".







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Overall winner

\*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

Available on Solutions Personal Contract Plan with deposits from 0-30%, deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of 4.4p per mile apply. Offer available when ordered by 30th September 2015 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [07/2015]. Freepost ŠKODA Financial Services. Model shown is ŠKODA Fabia Hatch S 1.0 MPI 60PS with optional Race Blue Metallic at £535. Total OTR price is £11,135.

Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO<sub>2</sub> emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.



Production Urus will follow the rakish lines of the concept



# Lambo Urus SV possible

A hardcore Superveloce version of the SUV is being considered by Lamborghini

Several special-edition versions of the Lamborghini Urus SUV are under consideration, including a hardcore Superveloce model and a more focused luxury model, according to CEO Stephan Winkelmann.

"We have more than enough ideas, but it is too early to confirm anything," said Winkelmann. "All options are possible and we will work on evaluating them in the run-up to launch. If our customers want to see something, we'll do our best to meet their needs."

Earlier this year it was confirmed that the Urus will go into production in 2018. It will be based on Audi Q7/Bentley Bentayga underpinnings and finished at Lamborghini's headquarters in Sant'Agata Bolognese. It will be priced from around £150,000.

Winkelmann confirmed that the production version of the Urus is likely to keep the concept's rakish exterior but will have a significantly more comfort-orientated and conventional interior.

"The look will evolve from the concept, but you will

recognise it both as a pure Lamborghini and from the concept," he said. "Inside, it will have a look and feel that is a bit different from where we have been before. The surfaces are larger and the needs of occupants more around usability. The Urus must be capable of being a family's first car all year round. It must have driveability, comfort, roominess and more."

"Top speed and performance may be important, but the Urus is more about having a car that delivers Lamborghini levels of emotion while being capable

of being handled every day, on open and congested roads."

Winkelmann refused to reveal engine details of the Urus, beyond saying it would develop "around 600bhp". However, Autocar understands that the production version of the Urus will be offered with a plug-in hybrid powertrain and that a high-performance diesel engine is also under consideration.

"Nothing is set, but we have to consider what our customers want," said Winkelmann. "For now, we rule nothing out."

**JIM HOLDER**

## Confidential

THE NORDSCHLEIFE circuit at the Nürburgring may be reprofiled so that speed restrictions, in place following an accident where a spectator was killed earlier this year, can be lifted. This would entail the introduction of a chicane and the flattening of two crests.

THE ROAD VERSION of the Glickenhaus SCG003 supercar will be unveiled at the Geneva motor show next year, and it will definitely have a twin-turbo V12 engine. The racing version was shown at this year's Geneva show.

GOVERNMENT CASH incentives will continue to play an important role in driving sales of electric vehicles, according to Renault-Nissan Alliance boss Carlos Ghosn. "EVs need to be made economically rational for consumers," he said. He added that tighter emissions rules could also encourage motorists towards EVs.



THE FIRST THREE months' worth of production of the Lotus 3-Eleven sold out on the first morning of its debut at the Goodwood Festival of Speed. Its £82,000 price is uncharted territory for a road-going Lotus, but boss Jean-Marc Gales pointed to those early sales and the fact that most people have gone for the £115,200 race version as evidence that the price is fair.

NISSAN WILL LIMIT its performance-tuned Nismo range to the Juke, 370Z and GT-R – and hold off from tweaking the Qashqai and X-Trail. "X-Trail and Qashqai are phenomenally successful and they don't necessarily need Nismo to give them that additional boost," said marketing communications boss Gareth Dunsmore.

## Asterion 'unlikely', says Lambo boss

PLANS TO DEVELOP the Lamborghini Asterion 2+2 are on hold, as the firm concentrates on the launch of the Urus SUV and evaluates future model plans.

Described at the Paris motor show last year by Lamborghini as a "technology demonstrator", the Asterion was notable for combining its 5.2-litre V10 with a new seven-speed dual-clutch gearbox, a lithium ion battery pack and two electric motors on the front axle.

Despite reports that

the Asterion could make production, company CEO Stephan Winkelmann said that is now unlikely.

"It was built to show what we would do if the regulations forced us to have 30 miles of electric range as well as high-speed performance," he said. "Because of the weight of the batteries, we also took the opportunity to make the car bigger and roomier. We wanted to see customer reactions."

"They told us that they were open to innovation,



including hybrid technology, but only if it came with the benefit of added performance. A Lamborghini super-sports car is driven

maybe 3000 miles a year, not every day, so the electrification has to offer an added intensity to justify its inclusion."

### NEW LAGUNA CALLED TALISMAN

Renault's replacement for the Laguna will be called the Talisman. The new model won't go on sale in the UK because of low demand for such saloons, but Renault says the car will deliver "intense driving enjoyment" in mainland Europe.



### BENTLEY SPECIAL SELLS OUT

Bentley has launched a limited edition of the Continental GT Speed, celebrating the seven planes of the Breitling Jets display team. The seven examples feature new paintwork and interior detailing. All have already been sold.







# BMW reveals advanced

Hydrogen fuel cell technology tested in i8-based prototype; new plug-in hybrid capable of 706mpg

**B**MW has lifted the veil of secrecy on some of its most advanced research vehicles to date.

The firm has been testing hydrogen fuel cell technology using a futuristic-looking prototype based on the i8, pictured here in official photographs. It has also created a super-slippery new plug-in hybrid research car that is claimed to return remarkable fuel economy of 706mpg.

The fuel cell prototype is a sleek two-door coupé that relies on carbonfibre to keep its weight down and features an aero package honed at BMW's wind tunnel in Munich. It hints at the look of future BMW i cars.

BMW is holding back on technical details. However, Autocar can confirm that the car, constructed in 2012, sites its fuel stack at the rear in the

position usually taken by the i8's petrol engine.

Power is 242bhp – 115bhp less than the production i8. BMW also quotes a 0-62mph time of less than 6.0sec and a top speed of around 124mph.

BMW says this prototype has recently been taken out of service. Having formed a joint venture with Toyota in 2013 and accelerated plans to make a production hydrogen fuel cell model by the end of this decade, BMW has now advanced its research activities to include a number of road-going prototypes.

Meanwhile, the wind-cheating petrol-electric plug-in hybrid prototype, which hasn't yet been photographed, is said to hold clues to technology that's destined for the next generation of BMW's i models and draws heavily on the firm's

experience with carbonfibre-reinforced plastic.

Sources suggest the new car weighs less than 1150kg. It is understood to have a drag coefficient of just 0.18.

To help it achieve this low Cd figure, it ditches traditional door mirrors in favour of video cameras that project images onto a monitor in the cabin.

The plug-in hybrid prototype is said to offer seating for up to four, along with "a useful boot, whose capacity is between 350 and 360 litres", according to our sources.

It is powered by a front-mounted turbocharged 1.0-litre twin-cylinder engine and an electric motor sited at the rear. As well as returning 706mpg, it is claimed to be capable of 0-62mph in less than 7.0sec, with a top speed of 112mph.

**GREG KABLE**







## Water injection for turbo petrol BMWs

BMW HAS REVEALED a new water injection process that it plans to include on all of its future turbocharged petrol engines to reduce knock and increase overall efficiency, especially at high revs.

Already showcased on the M4-based MotoGP safety car (above), the new process injects a fine spray of water directly into the intake manifold, where it evaporates, reducing the combustion temperature in the engine by a claimed 25deg C.

By lowering the operating temperature of the engine, BMW claims to have achieved a 5-10% increase in overall power, along with a 3-8% reduction in fuel consumption, depending on the engine.

The water injection system is expected to enter production on facelifted versions of the M3 and M4, due next year, but it is being readied for all

of BMW's turbocharged petrol engines, from the 1.5-litre three-cylinder unit used in the 218i to the twin-turbo 4.4-litre V8 in the M5.

Water used in the injection process can either be stored on board in a tank or delivered via the air conditioning unit as waste condensation. To ensure it doesn't freeze during winter, the system is drained every time the engine is switched off.

BMW is also working on a more advanced process in which water is injected directly into the combustion chambers to allow a lower compression ratio.

Just how much added power the new manifold water injection process will bring to the facelifted M3 and M4 remains to be seen, although these models are expected to deliver between 446bhp and 467bhp in their facelifted guise next year.



GREG KABLE

What is it like to drive?

WE TRIED A 1 Series prototype fitted with the new water injection system recently at BMW's test track in Miramas, France. In this spec, BMW's turbocharged 1.5-litre three-cylinder petrol engine is claimed to produce 215bhp and 236lb ft of torque.

At low engine speeds, the effect of the water injection process was barely perceptible. However, at an increased pace around



the test track's high-speed loop, there was greater smoothness and refinement to the engine at higher revs. This was in part because of the lower compression ratio, which in turn lessened the knocking effect.

tech

## Hybrids under consideration at Alpina

ALPINA COULD LAUNCH a hybrid model, according to the firm's CEO – but only when BMW makes a suitable car on which to base it.

The small Bavarian manufacturer, whose cars are built on the main BMW production line, has enjoyed sales success with diesel

models recently. However, the increasing success of hybrids and pure electric vehicles such as the Tesla Model S has forced Alpina to consider introducing a hybrid model.

Speaking at the firm's recent 50th birthday celebrations, CEO Andy

Bovensiepen said: "Hybrid technology is advancing quickly. We're now seeing what I'd call 'second-generation' hybrids and EVs, like the BMW i8, and it's becoming more interesting."

"The thing we have to remember is that our customers like to drive quickly and they also buy our cars to be used daily. And hybrid technology hasn't been good enough for that up to now. The danger is that the car is terrific for 200 miles, but then the small battery runs out and for the rest of the journey you have a disappointing drive."

"If we have a good technical base of a car from BMW and we also see the sales figures taking off, then we could have a car ready within two years."

Bovensiepen also said Alpina would continue to look at alternative fossil fuels, including LPG, as well as hybrid applications.

"We can't forget our six-cylinder petrol engine," he said. "Sure, we have strong demand for diesel, but the gains in petrol engines have been very strong as well."



Alpina at 50: the past present and future p44



Fuel cell prototype hints at the styling of future BMW i cars



Open-top Evora 400 will have the same spec as the coupé

**AUTOCAR  
IMAGE**



# Lotus plots open-top Evora 400

Roadster version of the hottest Evora in the works, with 400bhp and a chassis as stiff as the coupé's

**L**otus will launch a roadster version of the Evora 400, boss Jean-Marc Gales has revealed to Autocar.

The new model will follow the introduction of the 400bhp V6-powered Evora 400 coupé, which is set to go into production next month.

"We are working on it now," said Gales at the recent Goodwood Festival of Speed.

Gales said the Evora 400

would lose no structural rigidity when converted from a coupé to a convertible due to the design of its extruded and bonded aluminium tub chassis.

"It's a quicker build," the Lotus boss said, "as the chassis is a tub, so there's no impact with the roof off."

The roof of the Evora roadster will be made up of two removable panels weighing 3kg each. The panels can be

stored on board behind the front wheels.

Gales, who has driven the model in its development, said the Evora roadster is crucial for the firm in North America in particular, where half of all sports cars in the Evora segment are open-top.

The Evora roadster is otherwise expected to match the spec of the Evora 400 coupé, including its

supercharged 3.5-litre V6.

New versions of the Elise and Exige are also in the works, said Gales. "The next Exige and Elise will be faster and lighter," he said, a formula that will be true of all future Lotuses under Gales's reign. Cars will also be more practical for everyday use.

Gales said the firm is on track to sell 3000 cars this year, up from just over 2000

last year and around 1200 in 2013. That's in part down to an expanded dealer network. Lotus has 50 more dealers than this time last year, with another 20 planned this year.

On Lotus's finances, Gales said: "We will be cashflow-profitable in this financial year and profitable in the financial year beginning 1 April 2016 for the first time in 60 years."

**MARK TISSHAW**

## Revised Fiat 500 set for UK launch in September



**OFFICIAL PICTURE**



THE FIAT 500 has been given a revamp, with lightly refreshed styling, tweaks to the engines and suspension and equipment upgrades inside.

Fiat refers to the latest version as a new car, with as many as 1800 changes. However, it features only minor styling revisions and retains the same small dimensions as the outgoing version in both hatch and convertible forms.

The front end now has LED daytime running lights and a restyled trapezoidal grille, with chrome strips on either side.

The rear light clusters have also been restyled. The rear foglights and the reversing lights have been relocated to the edge of the car, too. The large chrome boot grab handle has been retained.

Inside, there is a new

Uconnect multimedia screen, which is standard on all models and has touchscreen capability on Lounge trim.

Lounge also comes with Uconnect Live, which hooks up with Android and Apple smartphones and displays apps from the phone on the screen.

The high-trim models have a 7.0in instrument cluster to display driving data.

The cabin also gains more soundproofing throughout in a bid to improve refinement.

There will be three trim levels from launch: Pop, Pop Star and Lounge. Pop comes with a steering wheel that has buttons with chrome-plated edging. Pop Star adds air conditioning, chrome-plated door mirrors and alloy wheels. Lounge adds parking sensors, a panoramic glass sunroof, a

leather steering wheel and a chrome-plated front grille.

The 500's engines have been tweaked to improve emissions and fuel economy. A 0.9-litre petrol Twinair is available with 84bhp and 104bhp. The 84bhp version now emits 90g/km and is capable of 74.3mpg.

The most efficient unit is the 94bhp 1.3-litre Multijet diesel, which now emits 89g/km.

The final engine is a 68bhp naturally aspirated 1.2-litre petrol unit rated at 99g/km. The 1.2-litre petrol and diesel are not confirmed for the UK.

Fiat also says the suspension has been revised to improve comfort and handling.

Pricing starts at £10,890 – £200 more than the outgoing version. The full range of prices will be revealed closer to the car's arrival in September.



Jag F-Pace: used as support for Team Sky on first stage only



## Prototype F-Pace in Tour de France bow

A PROTOTYPE VERSION of the 2016 Jaguar F-Pace has appeared as an official support vehicle for Team Sky in the Tour de France cycle race.

The car was still camouflaged, but it has given the clearest indication yet of the look of the upcoming SUV.

The prototype was designated as a support vehicle for only the first stage of the

Tour, the so-called Grand Depart. This stage was short by the Tour's standards, being a 13.7km time trial. It took place in Utrecht in the Netherlands on 4 July.

The F-Pace carried four team members and equipment to support the likes of British rider Chris Froome of Team Sky on the opening day of the event. The F-Pace will not be following the team through the rest of the race around France.

The finished production version is due to go on sale early next year, following its debut at the Frankfurt motor show in September.

The launch of the F-Pace marks the first time that the 80-year-old manufacturer has entered the SUV market.



SPY SHOT  
FIAT AEGEA HATCH



## Fiat hatch spied

THE FIRST PROTOTYPES of the new Fiat Aegea hatchback have been spotted testing. The car is due to go on sale next year.

The Aegea hatchback is based on the same platform as the saloon variant, which was unveiled at the Istanbul motor show in May and will

go on sale in 40 countries from November. Fiat is still assessing whether to bring any of the Aegea line-up to the UK, but the hatchback stands a far greater chance than the saloon.

As well as the hatchback and saloon, an estate version is also planned.

Tester's Notes

# Matt Prior



McLaren claimed a sub-seven-minute 'Ring lap time for P1

**A** reader writes: "Would it matter if car makers no longer set lap times on the Nürburgring?"

To recap: at the moment, there are speed limits on certain sections of the German race track following a fatal racing accident this year. So car makers can't now set lap times for road cars, and there's some uncertainty about whether it'll stay that way.

Reader, though, might have a point. His thinking is that, if you ditch the lap time flag waving, you ditch cars being timed on a racetrack, which is good because even though the Nordschleife is twisty and bumpy, unless your name's Sabine or Walter, it's not representative of the places you drive very often.

I agree, but I'd still worry. Car makers like an opportunity to tell you how fast their car is, relevant or not. Hence 0-60mph times – less relevant than they once were, but still some kind

## I think Lord March would quite fancy a new benchmark being up the hill at his gaff

of benchmark we understand.

Even if manufacturers don't like being overtly transparent against other machines, they'll tell you how fast cars are on their own test circuits.

So 'Ring or not, we'll end up being quoted relative lap times anyway. And when it comes to performance cars, I'd buy the argument that there is relevance to it. I think there's merit in knowing that the latest hypercar trio – the McLaren P1, Porsche 918 Spyder and LaFerrari – are probably, there

or thereabouts, as quick around a circuit as a late 1970s/early 1980s Formula 1 car.

The three of them were together at the Goodwood Festival of Speed the other week in the Supercar Runs, on which I commentate. And I think Lord March, boss of Goodwood, would quite fancy a new performance benchmark being up the hill at his gaff, hence a timed Supercar Shootout on Saturday afternoon. A Noble M600 won it from the Lexus LFA and Aston Martin Vantage GT12. Annoyingly, the hypercars declined to be timed.

Perhaps that's because a 50sec run where there's little more than a quarter turn of the wheel in either direction isn't that enlightening, and because driver error is amplified tenfold because the distance is so short.

The same could be true of the handling circuit we use at MIRA proving ground, hence we average several laps. And that remains, Nürburgring aside, the best and most diverse handling circuit I've driven.

Still, I suspect car makers won't be able to stop themselves finding a track, in which case they might as well use the most challenging. We might be careful what we wish for if we hope the Nordschleife remains out of action. Better cars are benchmarked there than somewhere even less representative.



Anthony Reid's M600 was quickest in Goodwood's timed shootout

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A Week In Cars

# Steve Cropley

Prospect of new TVR sports cars has met with an enthusiastic response



## MONDAY

Back to work after a 350-mile weekend in our Porsche Panamera plug-in hybrid, a fascinating experience because although one associates Porsches with efficiency, decent fuel economy is at best a by-product of what they offer.

Just as well, it turns out: my gently driven 35mpg wasn't so different from what I get from our V6 diesel Range Rover Sport, a heavier car with a bigger frontal area. Still, in nearly every dynamic way the Panamera is a fine car. I loved the consistent feeling of deliberateness and precision about every pedal, lever and switch, faithfully imported from the sports cars, and the long wheelbase and low seating made it high-miles comfortable despite suspension rates that also made it steer and handle.

The plug-in Panamera's conclusive advantage is that, if bought by a business, it qualifies for a 100% first-year write-down because its 15 to 17-mile electric range drops its CO<sub>2</sub> below the critical 75g/km threshold. Good wheeze if this applies to you, although I'm not sure our government should be buying Porsches for the business community.

## Even with our knowledge, we're still having the petrol versus diesel debate at home

### TUESDAY

There's rising concern about the suitability of diesel cars for our future motoring needs. As you'll be aware, a recent campaign by various academics and a Sunday newspaper has made an impressive case for believing that legislators erred in the past by emphasising reduced

CO<sub>2</sub> levels instead of better air quality (lower NO<sub>x</sub> and particulates), a strategy that encouraged more diesel sales.

How does this affect me? We continue to prevaricate at home over replacing the Steering Committee's 58-plate Fiat 500 diesel, a car that complies with the outgoing Euro 5 emissions regulations, not the much tougher Euro 6 standards that are due to be introduced this September.

After September, particulates limits will drop to a tenth of what they were in 2000, while NO<sub>x</sub> will have fallen 84% in the same period. Truth is that Euro 6 diesels are very clean, yet with our comparatively high degree of knowledge on the subject, we're still having the petrol versus diesel debate at home.



Plug-in Panamera comes with tax breaks that will be a boon to some

I'm pretty sure we'll finish up with diesel again (missus enjoys the low-end torque), but I'm also pretty sure new oil-burners are going to get harder to sell in future. And what of all the old-tech but perfectly healthy diesel cars? Reckon they could become a real problem.

### WEDNESDAY

With Le Mans, Goodwood and the British GP out of the way, I always feel a degree of concern, because the season is more than half over and my head is still in April. Once again I've already missed some favourite events – Cholmondeley, the Brooklands Double Twelve – and I'm going to miss the Silverstone Classic and umpteen fixtures at Prescott and Shelsley Walsh. It's only July and I'm writing 2016's first resolution, which is the same every year: organise your weekends better...

### THURSDAY

Rang TVR boss Les Edgar following news that he and his partners are to take deposits on new cars (due in 2017) from prospective owners seeking early delivery. He has been delighted with the response, revealing that thousands had already signified their interest online and "several hundred" were offering money to join a waiting list even before such a thing existed (see p15).

This exciting response is much more than an enticing commercial opportunity. It is a heartening affirmation, by Britain's battalions of sports car enthusiasts, that the new TVR's principals have chosen the right partners – Gordon Murray for the chassis and styling, Cosworth for the powertrain – and are right on track. How many years has it been since we've been able to say that?

## And another thing...

The last thing we expected to see at work this week was the 2015 Le Mans winner's trophy, perched beside a bunch of filing cabinets. But winner Nick Tandy has friends at Motorsport News, our sister organ, and he dropped in to show it off. Top bloke.



steve.cropley@autocar.co.uk

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# FIRST DRIVES

This week's new cars

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# Porsche Boxster Spyder

**2.7.15, Tuscany** More power and less weight for purist's version of Porsche's mid-engined roadster

**Y**ou'll probably remember the previous Boxster Spyder. It was the particularly pretty one with an ugly, fiddly roof that had to be raised and lowered by hand, the removal of the operating mechanism being part of a comprehensive weight loss programme that shaved around 80kg from the cooking model.

It received a new engine, too – the 3.4-litre flat six from the Cayman S – which revved more enthusiastically than the standard unit. Problem was, it was only slightly more powerful than the cheaper Boxster S, and as Porsche had gone to the trouble of stiffening the chassis, the car felt like it might make use of yet more power.

Five years later and Porsche has endeavoured not to repeat those mistakes with the new version. While there's still a manual fabric roof to open and close, the hood is much simpler and seals shut at the push of a button. More importantly, the latest engine transplant is an unequivocal upgrade, with the regular Boxster unit switched out for the 3.8-litre flat six normally found in the 911 –

a fitment already perfected in the Cayman GT4.

At 370bhp, the Spyder is 45bhp up on the 3.4-litre GTS and therefore the most powerful Boxster yet. Positioning means it's 10bhp shy of the GT4, although it shares its six-speed manual gearbox and, visually, gets the same front and rear ends.

What it doesn't have are all the trick underbody elements that made the GT4 a product of Porsche's GT motorsport division. Instead, much as before, the Spyder is lowered by 20mm on the same firmed-up passive sports suspension that's already available as an option on the GTS; only a tweaked rear anti-roll bar differentiates the two. Elsewhere, it gets bigger brakes and has a faster steering ratio to go with its marginally smaller steering wheel.

The inside is as spartan as the outside is fabulously pretty. At 1315kg, the Spyder is not only lighter than a GTS but also marginally skinnier than a GT4. Some of the weight loss is accounted for by the stripped-back roof and the

requirement for you to do the lifting, folding and lid-slammng yourself (a doddle, albeit a two-minute walk-around one). Some of it, though, is in the doctoring or deletion of kit, including the removal of the infotainment and air-con. Returning them is a no-cost option (mercifully), but it comes with the guilt-laden acceptance of a 15kg weight penalty. Nevertheless, doing so is highly

**Yes, 370bhp makes the Boxster Spyder fast. Fast in hugely loud, high-rev, moreish doses**



The Spyder is undeniably pretty; bigger brakes help to rein in its flat six's 370bhp





Porsche's weight loss programme included the deletion of the air conditioning and multimedia, but they can be refitted as a no-cost option



The roof must be folded manually to enjoy the full wind-in-the-hair experience; the engine is peaky, so the Spyder needs room to stretch its legs

recommended, especially as, initially, the Spyder makes little discernible virtue of its abstinence. Lighter it may be, but as it requires more heft at the smaller wheel, a leg-press thrust to operate the clutch and dogged determination to engage a gear, it's clear that Porsche's idea of unfiltered driving pleasure doesn't necessarily translate into dainty ease of use.

Unexpectedly, this extends to the acceleration. The new motor is torquier – to the tune of 45lb ft over the GTS – but the nature of the flat six is unchanged, meaning you won't see the 310lb ft peak until nearly 5000rpm. In and around town, and even on tight Tuscan switchbacks, lack of space and the gearbox's longish ratios mean you'll be lucky to share a meaningful encounter with the engine's tastier sweet spot.

Consequently, just as the Spyder's salacious body wants for a backdrop of unbroken blue, so its underside hankers for the sweep and surge of properly wide open spaces. Starting on the autoroute, the 3.8 begins to roll out its charm. The standard

Boxster knee-jerk shift into fifth for outside lane overtaking is all but redundant, as sixth now produces a steady stream of energy on request.

It gets better. Pitched onto an Italian back road, the Spyder bites down like no Boxster before it. The steering reveals its additional meatiness to not be meatiness at all but rather a honed wonder rack that allows bends to be skewered with tiny, ego-flattering wrist movements. The ride – inevitably a little pinched around town – settles into a wonderfully controlled ebb and flow, seamlessly connected to the road yet resistant to anything that might unsettle its stellar body control.

Then there's the power. Yes, 370bhp makes the Spyder fast. Fast in that cheek-puffing way that no Boxster has previously managed, fast in hugely loud, high-rev, moreish doses. Fast enough, in fact, to make the paltry seven-second difference between the Spyder's Nürburgring lap time and the Cayman GT4's seem entirely reasonable.

But the real boon is the enriching

effect it has on the chassis. The Spyder's limits, previously a hidden pleasure only available to the unhinged on track, are now tantalisingly within reach. Its mid-engined character is unchanged; it has just been broadened to include a better awareness of the diff-equipped back-end, which, by wearing 265-section tyres in place of the GT4's 295s, becomes a far more interactive part of the cornering equation.

Whether that makes it the best Boxster is open to interpretation. The Spyder is harder to live with than the GTS, thirstier and, of course, more expensive. The GTS can be had with the adaptive dampers, is nearly as fast in everyday driving and doesn't require you to get out to put the roof back on. Much of the time you might find yourself happier in it. But when the occasion presents itself, the meaner, leaner, faster and much, much prettier Spyder is so worth the strife. A Cayman GT4 without a roof? Not quite. Although being as close as it gets is more than good enough.

**NIC CACKETT**



#### PORSCHE BOXSTER SPYDER

Purism requires some sacrifice, but it's worth it. The most beautiful Boxster yet – and the best



Price	£60,459
Engine	6 cyls horizontally opposed, 3800cc, petrol
Power	370bhp at 6700rpm
Torque	310lb ft at 4750-6000rpm
Kerb weight	1315kg
Gearbox	6-spd manual
0-62mph	4.5sec
Top speed	180mph
Economy	28.5mpg (combined)
CO <sub>2</sub> /tax band	230g/km, 37%

MANUFACTURER'S CLAIMED FIGURES



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ON SALE SPRING 2016 (EST)

# BMW 2 Series Active Tourer eDrive

**30.6.15, France** Pre-production prototype previews a plug-in hybrid powertrain for BMW's MPV

**B**MW may have been reluctant to start building front-wheel-drive cars (rival Mercedes started back in 1998), but it is now rolling out new variants of its UKL platform with gusto. From next year, that will include this plug-in hybrid 2 Series Active Tourer eDrive.

Although our test car was a pre-production example, it is very close to showroom tune. BMW won't yet say precisely when the car will go on sale, but next spring is a good bet.

As you might expect from BMW, there's an impressive elegance and clarity of thought behind the conversion to a hybrid powertrain. At its core, the front-wheel-drive Active Tourer's layout is retained, with a 1.5-litre three-pot turbo petrol engine driving the front wheels via a six-speed automatic gearbox.

However, the transmission gets the addition of a starter/generator. This can be used as a charger to top up the battery pack, plus it makes for swift and smooth restarting when the engine has stopped. It can also be used to boost performance at the

front wheels, putting an extra 20bhp and 111lb ft into the system.

Charge from the generator is sent to a 7.7kWh lithium ion battery pack, which sits in the same underseat space as the fuel tank. As a result, the fuel tank has shrunk to 36 litres and the 50-litre storage space under the boot floor is lost. Additionally, the fuel tank is now made of steel and is pressurised to allow the petrol to be stored safely over longer periods if the car is run mostly on battery power. Aside from the charger flap in the front wing, however, this looks like any other Active Tourer.

The car's rear end is the familiar Z-axle, with more or less the same differential and driveshafts as the all-wheel-drive 2 Series Active Tourer. An electric motor is mounted aft of the rear axle, driving the rear wheels directly via the differential.

A couple of laps of BMW's test track couldn't tell us too much about the car in the real world, but it did give a decent taster. First, it's pretty fleet of foot and, thanks to all-wheel drive (combustion engine driving the front

wheels and the electric motor the rears), feels well planted with the two engines operating at full power.

Second, the all-wheel drive system is claimed to be especially quick-reacting and sensitive to road conditions. BMW demonstrated this by driving this pre-production model up a 50% incline with a loose surface. Even with three adults on board, the transmission was able to sit

**It feels like a brisk normal car, and any assistance from the electric rear axle is extremely subtle**



From the outside, the eDrive is barely distinguishable from any other Active Tourer





With both power sources working together and drive sent to all four wheels, the Active Tourer eDrive is swift and impressively stable in turns



Various drive modes blend petrol and electric power as you or the car sees fit; lithium ion battery pack's charging socket lives on the front wing

stationary on the slope and pull away without any hesitation or discernible activation of the traction control.

One of the best things about the eDrive is that it uses a conventional transmission rather than a CVT. This means it feels like a brisk normal car, and any assistance from the electrically driven rear axle is extremely subtle, although there's a distinctive whine in the cabin from

the electric motor, and you know you're in a hybrid when the car pulls away on battery power alone. BMW says the Active Tourer eDrive can get to 50mph on battery power alone before the petrol engine kicks in.

Punted around the track, the Active Tourer eDrive seems to have been polished nicely. It's well balanced in corners and stable at speed, and the steering is usefully

direct and positive in tight curves.

Max eDrive mode, which uses both power sources together, delivers both handy pace and a sense of tied-down stability that you wouldn't get with many of the latest part-time all-wheel drive systems. Although the seating position is slightly higher than that of a conventional hatchback, the Active Tourer doesn't have any sense of being on tip-toe through quick corners.

For the rest of the time, the car feels like a very good conventional front-driver. Auto eDrive mode, which has the car shuffling between petrol and battery power in the most efficient way it sees fit, is the car's default setting, and it works admirably.

The Active Tourer eDrive has an extraordinary range of abilities and doesn't feel anything less than conventional to drive, which makes it an intriguing proposition. BMW has managed to introduce hybrid power and exploit the benefits of electric traction for more than just economy. It's a clever and compelling car.

**HILTON HOLLOWAY**



BMW says the Active Tourer eDrive can travel at up to 50mph in pure electric mode



### BMW 2 SERIES ACTIVE TOURER EDRIIVE

Inner-city EV, nippy and frugal everyday car and swift all-wheel-driver: a remarkable multi-use car



<b>Price</b>	£33,000 (est)
<b>Engine</b>	3 cys, 1496cc, petrol, plus electric motor
<b>Power</b>	221bhp (combined)
<b>Torque</b>	284lb ft (combined)
<b>Gearbox</b>	6-spd automatic
<b>Kerb weight</b>	1735kg (est)
<b>Top speed</b>	127mph
<b>0-62mph</b>	6.5sec
<b>Economy</b>	112mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	Sub-50g/km, 5%

MANUFACTURER'S CLAIMED FIGURES



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## QUICK FACTS

PRICE £35,040  
ON SALE SEPTEMBER

# Skoda Superb 2.0 TDI 4x4 Estate

**1.7.15, Munich** Practicality is cranked up another notch, even by the Superb's high standards

Even Skoda's own executives, proud as they are of the previous Superb, admit that it was no beauty. So this new model seems to have solved the biggest problem already, delivering crisp, modern lines over pleasing proportions.

This estate version takes the Superb's ethos – big space and practicality for a reasonable cost – even more seriously than the hatch. A vast load bay offers a capacity of 660 litres with the rear seats up and is filled with useful touches, such as spring-loaded rear seatbacks that topple flat at the pull of a lever and a boot floor that can be raised or lowered one-handed. So far, so 'simply clever'.

There's a good range of familiar engines on offer. Here, we're testing the 2.0 TDI in 187bhp form. It's the only engine in the Superb that can be had with Haldex on-demand four-wheel drive and a DSG dual-clutch automatic gearbox.

The engine isn't the smoothest, though. It sounds a bit gritty in the cabin even when it's not under load,

although it's no louder than most rivals and delivers easy torque across most of the rev range.

The DSG 'box executes its shifts smoothly and at the right moment, making for properly laid-back progress, although it also throws in the occasional unnecessary downshift and can be slow to respond when a downchange is needed on a steep incline. It's more predictable in Sport mode, but the most satisfying way to thread the automatic Superb down a decent road is by using the paddles, even at the moderate pace that best suits the car.

The handling is as unflappable as you'd expect. The Volkswagen Group's MQB platform and various weight-saving measures keep the car from being quite as heavy as it looks, so you can swing the Superb vigorously into a corner and enjoy neutral, composed manners.

In the dry, the four-wheel drive system doesn't make much of a difference other than to stave off understeer more gamely, but this Haldex system is very effective in

other installations, suggesting that it'll be great for pressing on unfazed through a mucky British winter.

Our car came on adaptive dampers (optional on all but high-end Laurin & Klement trim), which allow fairly pronounced body roll even in Sport mode. But more disconcerting is the amount of body float you get on undulating roads in the softer settings. There's lots of loose vertical damping at the back in particular. Skoda is already planning to alter the settings in Comfort mode to keep it better tied down, and this change will be rolled out in cars built from later this summer. For all that, the ride in the default Normal mode is settled, apart from the occasional mid-corner thump and shimmy.

Inside, the big Skoda feels anything but budget, despite the value factor that remains its trump card. SE L trim – which gets an 8.0in touchscreen with sat-nav, powered tailgate, rear parking sensors, leather and electrically adjustable front seats – will feel classy enough without paying £3620 extra for Laurin &

Klement trim. Even the extremely tall will be able to get comfortable, and the rear pews offer limo-like space. Boot volume is impressive, too.

Given the space and kit on offer, the Superb Estate looks good value, albeit not so much in Laurin & Klement trim, which is hard to recommend at BMW 5 Series prices, despite its dramatically higher equipment level. Otherwise, the closest rival to this range-topping, all-weather Superb wagon is the Subaru Outback, which is similarly well equipped and cavernous, but also much slower and hampered by its CVT. A high-spec Ford Mondeo is a more convincing alternative for those who want an entertaining steer, but it's easy to see why you'd go for the Skoda's calm drive and roomier interior instead.

**VICKY PARROTT**

## SKODA SUPERB 2.0 TDI 190 4X4 DSG LAURIN & KLEMENT ESTATE

Wagon version of Skoda's cut-price limo is relaxing to drive, vast inside and, top spec aside, great value



Price	£35,040
Engine	4 cys, 1968cc, turbodiesel
Power	187bhp at 3500-4000rpm
Torque	295lb ft at 1750-3250rpm
Gearbox	6-spd dual-clutch automatic
Kerb weight	1635kg
Top speed	142mph
0-62mph	7.7sec
Economy	55.4mpg (combined)
CO <sub>2</sub> /tax band	135g/km, 25%



Spacious cabin has an aura of quality and is very well equipped; big wagon looks sharp and modern outside and is relaxing to drive



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MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic paint, Cielo Panoramic Glass Roof and Menthol White exterior personalisation pack at £15,940. \*This offer is applicable to retail sales only and not on fleet or business purchases. This offer is in addition to any other consumer offers available at the current time on New 208 Allure models and is available on orders placed 1st June – 30th September 2015. No cash alternative is available. Contact your local Peugeot Dealer to redeem this offer. Prices and information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions. Peugeot Motor Company PLC reserve the right to withdraw or amend this offer at any time.

## NEW PEUGEOT 208

MOTION & EMOTION



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## QUICK FACTS

PRICE £24,000 (EST)  
ON SALE SEPTEMBER

# Volkswagen Touran 1.6 TDI

**29.6.15, Amsterdam** Third-generation mid-size MPV moves to VW's MQB architecture

**T**he Volkswagen Touran has carved out a niche as the medium-size MPV for the sensible family man, and this new one develops that theme. So while it isn't quirky, funky or sporty, it is smart, solid and upmarket.

The headline changes to the car for this third-generation model can be summarised thus: it's slightly bigger, lighter and pricier. The adoption of the Volkswagen Group's MQB platform makes the first two possible, adding the flexibility to stretch the wheelbase and shorten the front overhang while still taking 62kg out of the kerb weight, despite adding 130mm to the overall length.

A subtle price repositioning is not unusual at the introduction of a new-generation car and justified by a more generous standard equipment level. Entry-level models get a crash mitigation system, touchscreen multimedia, DAB, Bluetooth media streaming, air-con, roof rails and seven seats all as standard.

The engine range for the UK will

consist of two turbocharged petrol units and three diesels. The petrols are VW's 1.2 and 1.4 TSI engines making 108 and 148bhp respectively, the 1.4 being available with a manual or a DSG dual-clutch automatic gearbox. The diesels are the familiar 1.6 and 2.0 TDIs, with outputs ranging from 108 to 187bhp. Both of the lesser-powered diesels are offered in manual or DSG forms, while the 187bhp 2.0 TDI is DSG-only.

The mid-spec 1.6 TDI SE, as tested here with the DSG 'box, should be the most popular model in the UK. It's a pragmatic, practical and classy car that's comfy, refined and easy to drive, if a bit bland for some tastes.

The interior is its strongest selling point. On perceived quality, it's a cut above that which you'll find in a Citroën Grand C4 Picasso or a Vauxhall Zafira Tourer and on a level with a BMW 2 Series Gran Tourer.

Soft-touch plastics cover the whole of the dashboard and the tops of the doors, while smooth leather facings cover the primary controls, and every

fitting is substantial and robust.

Occupant space is good by like-for-like standards. The Touran and its ilk are narrower and shorter than full-size MPVs such as the Seat Alhambra, so in the second row the Touran offers good leg and head room, but its seats are a touch small for grown adults. The third-row seats are usable and easier to access thanks to some bigger back door apertures, but you wouldn't call them adult-sized. But all five back seats have Isofix anchorages, and while the middle three slide and fold independently, the rearmost two collapse into the boot floor easily enough. Meanwhile, in five-seat mode, the Touran's boot has a class-leading capacity of 743 litres up to the window line.

To drive, the Touran is comfy, slick and consistent. It's also a bit middle-of-the-road and forgettable, but that's the price of its easy-to-use nature. The car rides with supple calm and steers with a directness and weight perfectly matched to its moderate grip and body control. Wind and

road noise are well isolated, too.

VW's 1.6 TDI continues to feel undernourished and it falls short of the standards of the best low-emissions diesels on responsiveness and flexibility. But its outright performance is acceptable and the real-world economy easily surpassed 50mpg on our test route.

The Touran is relaxing, smart, robust and full of practical features and has been turned with the kind of attention to detail you expect of a VW. It's lighter, more efficient and more economical than many rivals, too.

The only question is whether you're comfortable enough about your own need for an MPV to actually become a Touran owner, because Volkswagen evidently doesn't see the need to add much in the way of spice to an otherwise very complete recipe.

**MATT SAUNDERS**

## VOLKSWAGEN TOURAN 1.6 TDI SE

Exudes a characteristic VW air, so it's upmarket, solid, smart and practical, albeit a bit bland



Price	£24,000 (est)
Engine	4 cys, 1598cc, turbodiesel
Power	108bhp at 3200-4000rpm
Torque	184lb ft at 1500-3000rpm
Gearbox	6-spd dual-clutch automatic
Kerb weight	1539kg
0-62mph	11.9sec
Top speed	116mph
Economy	64.2mpg (combined)
CO <sub>2</sub> /tax band	116g/km, 21%

MANUFACTURER'S CLAIMED FIGURES



Cabin is well equipped and perceived quality is high; Touran rides well and steers nicely, but it's a forgettable driving experience



# ***THE** **HEAT** **IS ON***

McLaren puts its cars through arduous testing in extreme conditions, and the new 570S is no exception. **Matt Burt** joins the test team in the Arizona desert









**B**rutal. That's the only word to describe it. Development engineers from McLaren have just lapped a proving ground test oval at 150mph in a priceless prototype version of the firm's new 570S Coupé. Now they've abandoned the car – doors closed, windows up, still idling – in the searing heat of the Arizona desert and retired to the shade of an awning, which offers some respite from the 40deg C heat. The car may not be moving, but it is still subject to huge amounts of energy.

The asphalt is another 20deg above the ambient temperature, so the 570S – finished in sun-loving Stealth Bomber black – is being smothered with not only solar rays but also radiated heat from the ground. With the twin-turbocharged 3.8-litre V8 burbling away, it is generating its own warmth, too.

There is a point to letting it stew in its own juices. This heat soak test, monitored by hundreds of thermal sensors all over the car, enables McLaren's hot-weather test team to assess the car's capabilities in the most hellish conditions.

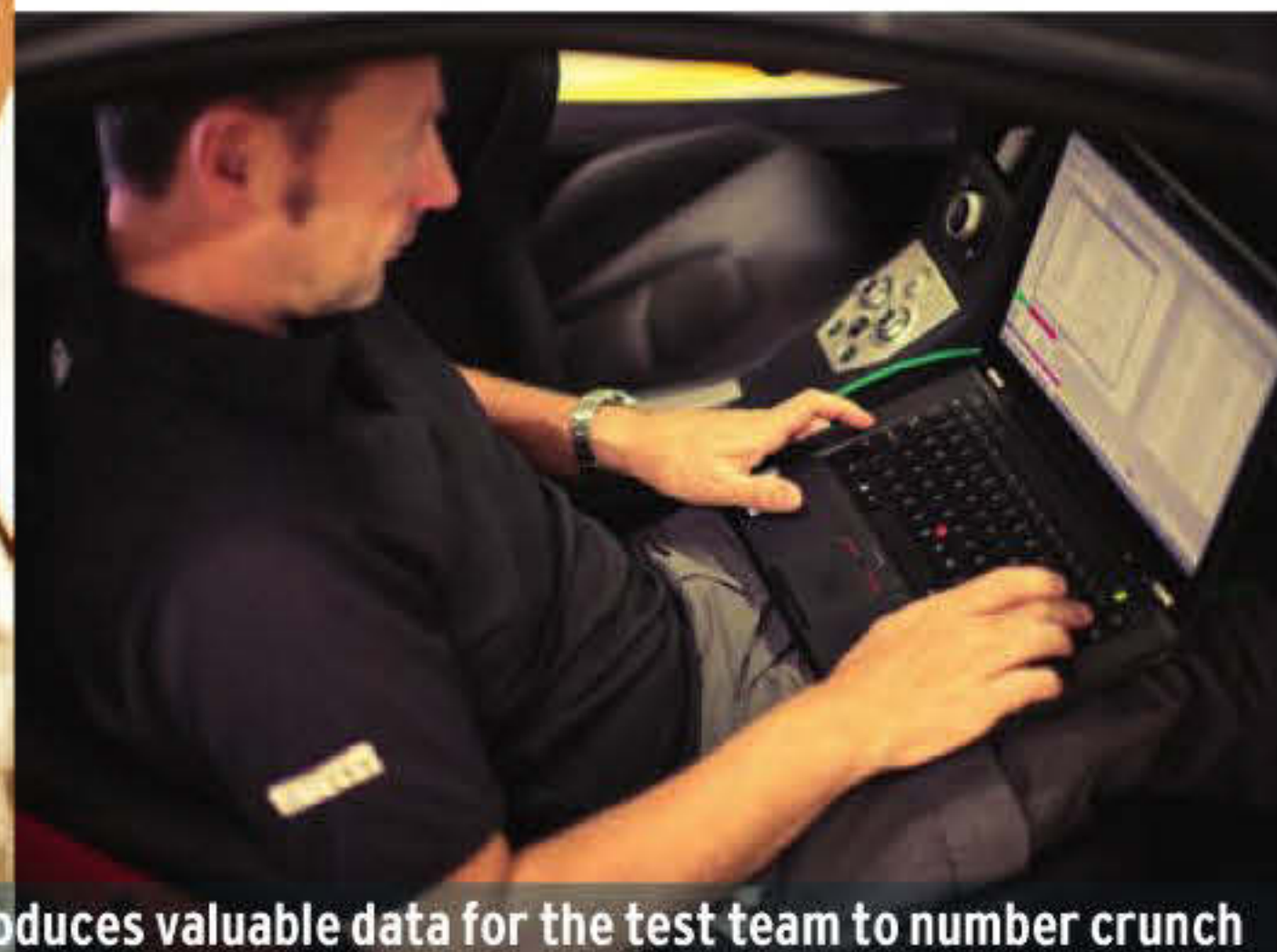
"An idle soak condition is where you might see peak temperatures in the engine bay," says Geoff Grose, McLaren's head of vehicle development. "We have to look for things such as material stability, which means checking for discoloration or deformation of parts. We're also concerned about items such as the alternator, air-con compressors, oil temperatures for engine, transmission and clutch and the water cooling systems. They've all got their limits."

The heat soak test is just one of the gruelling challenges that the 570S prototype must undergo to ensure that it can cope with anything an enthusiastic owner might throw at it.

Grose recalls a competitor's car that McLaren acquired for benchmarking when the company



Yucca proving ground's tight, twisty handling circuit produces valuable data for the test team to number crunch



was developing the 12C. "Our guys did a couple of launch control starts and broke the clutch. The aim of our cars is that you can use the launch control all day."

Another punishing test involves hooking up the prototype to a heavy trailer (don't go looking for the tow hook on the McLaren options list) and dragging it around at slow speeds. It's all designed to replicate the extremes of everyday driving.

"In the real world, there is an infinite spectrum of conditions in which the car can be," says Grose. "We want to reduce that to something that's repeatable through testing. The towing test is something we've done for a long time to get a consistent heat load into the car at a lower speed. You are artificially building up engine bay temperature because it is not getting that cooling outflow. Sometimes a city cycle with stop-go traffic can be quite arduous like that."

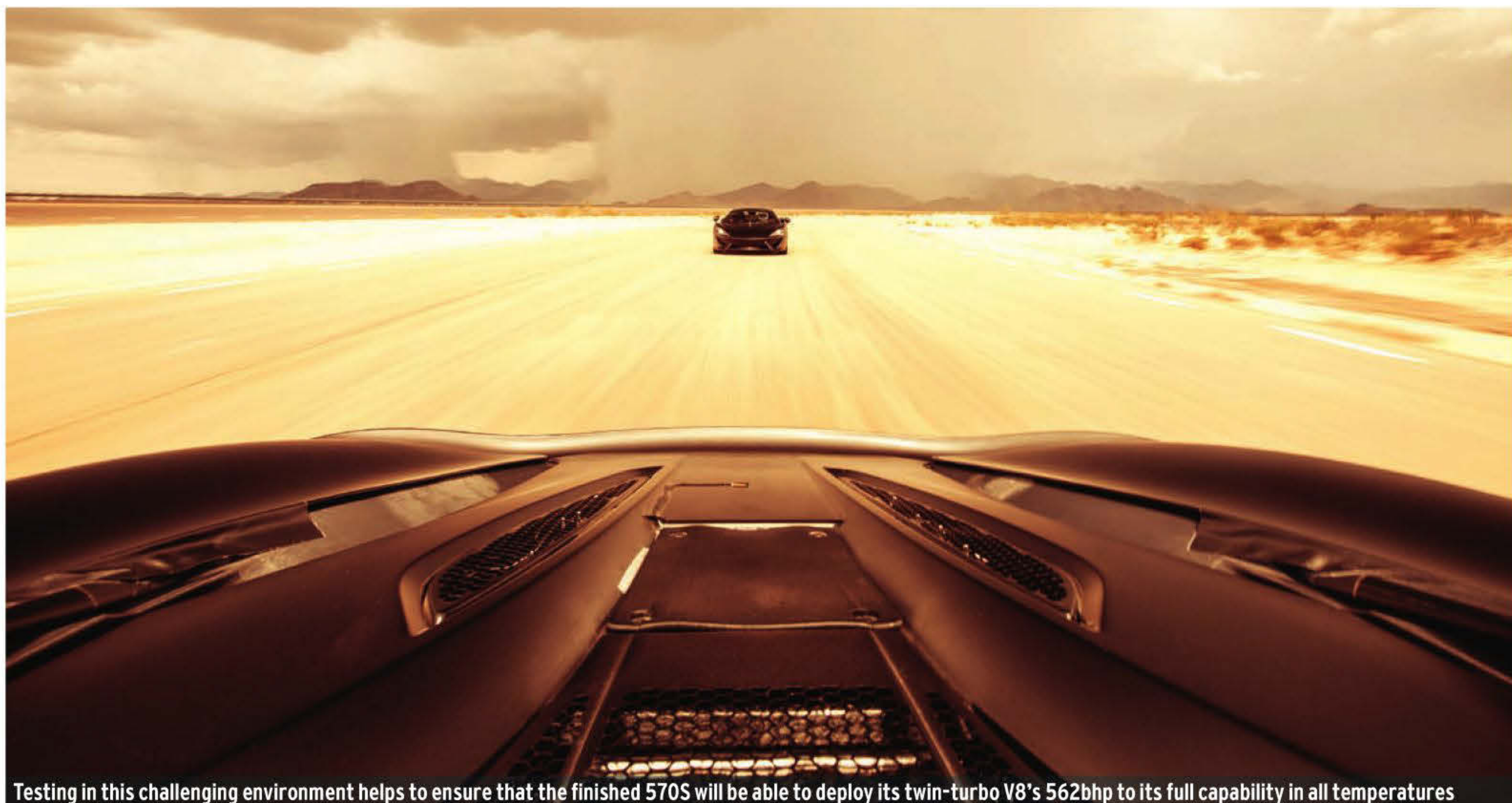
McLaren uses a secretive facility near Yucca, Arizona. All right, you can see it on Google Maps, so it isn't exactly Area 51, but security is tight and even if you manage to vault the facility's retaining

wall, the threat of rattlesnakes lurking in the scrub makes an effective deterrent.

Arizona is popular with test teams because of its consistent weather patterns, which can be accurately predicted weeks ahead. During our visit, a heavy storm rolled in, prompting the local authorities to send out flood warnings. McLaren being McLaren, it doesn't leave that kind of planning to chance.

"We've got about 10 years of historic weather forecasting for this area and it's very accurate, so one month before we came here, we saw that storm coming and planned around it," says vehicle development engineer Andy Beale. "We're trying to hit the peaks in the weather window. Earlier in this test, we were rushing to get out for some testing we needed to do at 35deg C and we kept being very pressed with that because the temperature was ramping up so quickly. When we need 40-45deg C ambient temperatures, we change our test plan accordingly."

Heat soak tests make the car so hot that the technicians have to give it time to cool down →



Testing in this challenging environment helps to ensure that the finished 570S will be able to deploy its twin-turbo V8's 562bhp to its full capability in all temperatures



# THE 570S HAS BEEN CHILLED TO -20DEG C OVERNIGHT



## Meanwhile, at the other extreme...

FOUR MONTHS LATER, the 570S sits idling again, only this time excess heat wouldn't be unwelcome to those of us standing around it. The location is similarly secret and the fences similarly high, but the Sports Series McLaren is now inside one of the northernmost test facilities in Europe, in mid-winter, and has been chilled to -20deg C overnight.

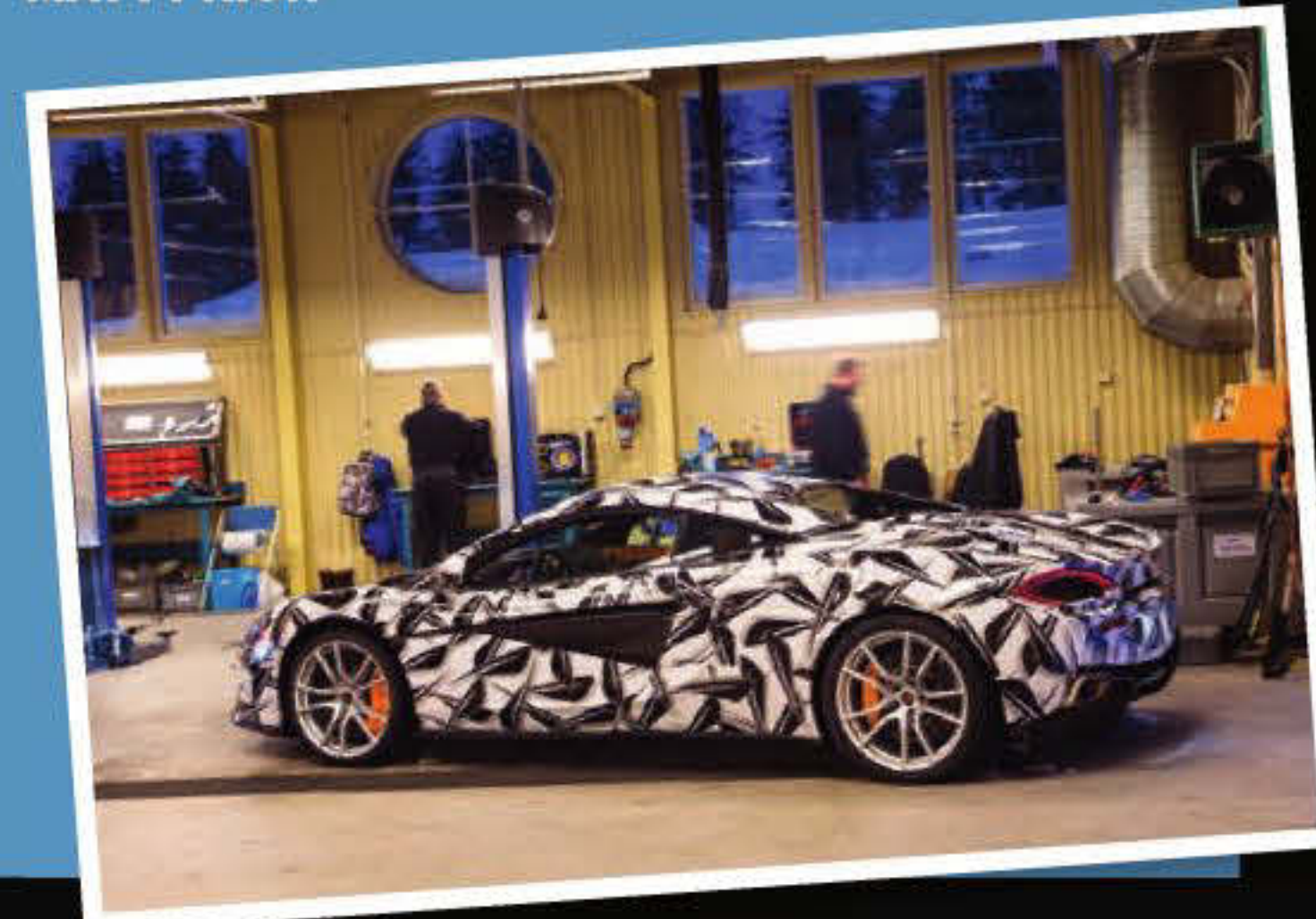
Started from cold, it has to clear its windscreen of frost within a set timeframe to pass certain federal tests, but that's just one of the ordeals that Andy Beale and his team will put the 570S through in their Swedish encampment.

Trying to make the car fail is part of it, but extreme cold can be used to assess and tune other systems, too. Even though the hardware is mostly established, a plethora of adjustments is still to be made before the 570S is signed off.

At this stage, on automatic, the heating, ventilation and air-con system still allows the windows to steam up, so its software will be tweaked. Meanwhile, McLaren big cheeses are

due to arrive in a few days' time to try out the latest versions of the traction and stability control programs. Among it all, Beale's team also push the 570S as hard as they can, trying to invoke failures or discover problems. It'll be embarrassing if they do on the day the bosses turn up, but infinitely preferable to it happening to a customer.

**MATT PRIOR**





← again before they tinker with it. The advantage for Autocar is that we get plenty of time to have a careful look (but no touching).

This, the first car in the Sports Series strata of McLaren's growing range, is its most usable sports car, venturing into territory occupied by fast Porsche 911s and Audi R8s. It's a fresh challenge, but some familiar elements make the test team's job easier. For example, the engine is an evolution of the one already used in the 650S and P1, in this instance producing 562bhp and 443lb ft. Elsewhere, there are key changes. The 570S incorporates more aluminium into its bodywork in place of the more expensive carbonfibre used in other McLarens. The sophisticated interlinked suspension that is a feature of the 650S has been replaced on the 570S with a double-wishbone design paired with adaptive dampers and anti-roll bars. The car also has fixed aerodynamics as opposed to the active kit seen on Woking's other models.

The carbonfibre MonoCell chassis is tweaked from the version used in the 650S. In line with the new car's focus on usability, it has modified sills to make it easier to get in and out of the cabin.

The coupé is the first of two expected closed-roof bodystyles for the 570S. This one is dramatic enough, featuring rear bodywork that's shrink-wrapped over the engine bay, a flying buttress arrangement on the C-pillars and an upright, curved rear window that reminds me of the coolest 1960s Le Mans racing cars.

On this prototype, dubbed XP104, most of the major body sections are pretty much as they will appear in production, but some smaller elements, where the definitive shape might not have been signed off, have been made using rapid prototyping. The test team can live with that. It has to remain laser-focused on its objectives.

"You need to make sure the attributes that really matter for a particular test are up to date," says Beale. "So handling for these cars on this test is not a big deal. We can get the heat energy on track with an immature damper calibration setting, but we can't have an immature cooling package or performance software."

Unrepresentative handling or not, I'm not about to say no when Beale beckons me towards the passenger door of the prototype 570S for a ride around Yucca's short, tight, handling track.

"The ESP is still on. Where's the fun in that?" he asks rhetorically as we strap in. Disabling the ESP isn't easy, because the prototype is a jumble of wires and data-logging equipment, so the buttons and switches don't operate as they would on a properly furnished customer car.

Although the test mule's exterior shape is as representative as is practical at this stage of development, the interior is a mix of 650S fascia and some 570S components. "It's essentially just kit to allow the car to run," says Beale. Compared with the 650S, the production version will have a different control panel on the centre console, improved cabin cooling, more stowage space and minor changes to switchgear positioning.

The prototype is fitted with a development version of the bespoke tyres that Pirelli develops for McLaren's road cars. Around the Yucca proving ground's compact, twisty handling circuit, the test team would like a little more front-end bite, but that will come on later iterations of the rubber.



Secret test track has a natural defence against intruders; most of this bodywork will appear on the finished car





“Although the car is front-end limited right now, it gives an idea of how it is going to be,” says Beale. “There’s an intent that it is going to be more fun and more drift. You can go very fast in some of our products, but this one is about making sure customers enjoy the car even if they’re not Jenson Button.”

One of the stand-out features of the 12C and the 650S was the ride quality provided by their trick hydropneumatic suspension. McLaren wants to ensure the more straightforward system on the 570S offers similar levels of comfort when the driver switches from the more focused Sport and Track modes to the Normal setting.

“The roll bars give it a different feeling to

the cars we have done before,” says Beale. “It’s got the initial turn-in that we want, but we’d like it to be a little freer with the rear. The steering is not overly bitey but has just got a nice feel to it. It loads up quite naturally and feels quite organic.”

We venture out onto the high-speed bowl. The 570S may have less power than a 650S, but it is hard to imagine too many owners wanting more on the public road.

Entry-level model or not, the production car can dispatch 0-62mph in 3.2sec. “In fifth gear and 4000rpm, it has just got that instant pick-up, which for a turbo car is great. The controls team that looks after the engine has done a great job,” Beale says. “We wanted to bring it back to basics

and make a fun car with great feel, keeping the weight down and having a good ride quality.”

To the onlooker, some of the test procedures appear almost sadistic, but McLaren finds lessons in everything it does during these two weeks.

“There is a bit of pain, but it’s nothing compared to the pain we’d feel if we found these issues two months before production started,” says Beale.

“For instance, the very aggressive stone pepping that we get on the car from the desert is way beyond what you’d see on a customer car, but we’ll use that data to make sure our protection strategy matches the worst-case scenario,” he says. “We won’t throw any bits away until we’ve sucked the learning out of them.” **A**

**‘THERE’S AN INTENT THAT IT IS GOING TO BE MORE FUN AND MORE DRIFTY’**





# LIGHTENING STRIKES TWICE

The new Mazda MX-5 has gone back to its roots as a light, compact and fun roadster – in theory, at least. But what's it like in reality on UK roads? **Mark Tisshaw** drives from Glasgow to London to find out

PHOTOGRAPHY LUC LACEY











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CAYENNE TURBO S 4.8 » 600+ BHP  
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SL65 AMG » 690 BHP (+DE-LIMIT)  
'55' AMG KOMPRESSOR » 580+BHP  
C63 AMG » 530+BHP (+DE-LIMIT)  
SL63 AMG » 560+BHP (+DE-LIMIT,  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 389 BHP (+DELIMIT)  
SLK 350 » 328 BHP  
220 CDi ALL MODELS » 210+ BHP  
250 CDi ALL MODELS » 259+ BHP  
320 CDi V6 » 274 BHP  
350 CDi V6 » 312 BHP  
420 /450 CDi V8 » 358 BHP

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M5/M6 F10 » 620+ BHP  
M5 V10 » 548+ BHP (205 MPH)  
X5M / X6M » 618 BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M3 E46 » 370 BHP (+DE-LIMIT)  
F10 520D » 221 BHP  
F10 530D » 296 BHP  
F10 535D » 358 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
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AUDI RS3 » 420+ BHP  
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AUDI 3.0TDi (ALL MODELS) » 300+ BHP  
AUDI S3 / GOLF R » 317+ BHP  
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R ROVER SPORT 3.0D » 305 BHP  
EVOQUE 2.2 DIESEL » 240 BHP  
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**T**he new Mazda MX-5 weighs just 1122kg and is shorter in length than it has ever been in its 25-year history. On paper, it's a belting formula for a rear-wheel-drive sports car.

Mazda's designers, engineers and management have been teasing us with talk of back-to-basics purity for a couple of years now after the MX-5 in its current guise moved further away from its original brief, gaining power but also weight and girth.

Suitably revved up by Mazda's promises, we've driven this new one abroad and it further whetted our appetites. Now, finally, it is with us in Britain – almost. Customer cars are due next month, but we've got the keys to a UK-spec right-hand-drive model for a whole day, with orders to take it from the roof of a multi-storey car park at Glasgow Airport to London. Better get moving.

July's first day is the year's hottest, and as the car park lift doors open, the bright red MX-5 is easy to spot among a sea of battered diesel repmobiles.

Up close, the MX-5 is even better looking. It's beautifully proportioned and has simple curves that make it look more expensive than its £18,495 starting price. Has there been a better-looking Japanese car in the past 20 years? I struggle to think of one.

Snapper Luc's camera gear and our luggage just about squeeze into the 130-litre boot; that's 20 litres smaller than the outgoing car's, but it's a more usable space. We climb in. Those curves over the front arches serve a useful purpose, indicating clearly where those front wheels are. The curves then flow into the cabin, the body-coloured strips along the

top of the door cards creating the impression of a continuous piece of sheetmetal – a nice touch.

Mazda will sell you a new MX-5 with one of two normally aspirated four-cylinder engines: a 129bhp 1.5 and the one we have today, a 158bhp 2.0. Early drives abroad have shown the 1.5 model to be the car in its purest form, but it's no less sweet and certainly not overpowered in 2.0 form.

Perhaps that's to be expected. Mazda has never chased big power outputs for the sake of it. Instead, it prefers to 'right-size' engines in its cars, offering as much power as it thinks we need and no more in an engine of the right capacity for respectable real-world fuel economy.

Engineers say the first few seconds in a car are key to making a driver feel au fait with it – that initial dip of the clutch, throw of the gearlever, squeeze of the throttle, turn of the wheel. Mazda clearly subscribes to the theory. This MX-5 feels as good as anything over those first 50 metres. Today is going to be a good day.

The fun will come later, on the North Yorkshire Moors, but first the MX-5 will be treated to the full gamut of British road conditions and scenarios: a city centre, motorways, fast and slow A-roads, villages, wide and tight B-roads, roadworks, more roadworks and even an almighty thunderstorm. In roadworks.

First up is a run out of Glasgow city centre on motorways and A-roads. It's a chance to test those little things that help to determine whether you should regard the MX-5 as a weekend toy or an everyday proposition you could swap your Ford Focus for.

The low-speed ride in the city is →



This MX-5 is shorter than its forebears; it looks more upmarket than its price implies



The sweet-handling MX-5 comes into its own on roads like this





Best progress relies on higher revs; sweet gearshift is an ally



Infotainment system is excellent; hood is a one-handed task

#### MAZDA MX-5 2.0i SPORT NAV

Rating	★★★★★
Price	£23,295
Engine	4 cys, 1998cc, petrol
Power	158bhp at 6000rpm
Torque	147lb ft at 4600rpm
Gearbox	6-spd manual
Kerb weight	1122kg
0-62mph	7.3sec
Top speed	133mph
Economy	40.9mpg (combined)
CO <sub>2</sub> /tax band	161g/km, 27%

← compliant and you don't bear the brunt of any poor road surfaces. The slightly wobbly rear-view mirror is a reminder that the roof is not part of the structure, but the MX-5 is nevertheless a good case study in how to make a stiff convertible body.

The control weights shine as we drive through the city. The pedals are perfectly positioned and weighted. The short-throw lever of the six-speed manual gearbox is a joy to use. Even the look and feel of the handbrake – a proper old-fangled one at that – is pleasing in a way that I never really thought a handbrake could be.

More points are scored for visibility. Roof down, that's a given, but roof up, the MX-5 offers an outward view that belies the compact nature of the cabin. Getting the roof down and up is a doddle, done by hand (and only one needed at that).

Despite some clever tricks, space is at a premium in the cabin, which is much improved from before in

design and perceived quality. It is snug rather than claustrophobic, but the tightness is felt when, say, using the controls for the excellent infotainment system, some buttons for which are awkward for the driver to reach. Or when a taller driver feels his or her head rub on the roof (best keep it down) or struggles with the lack of reach adjustment on the steering wheel.

We follow the M8 motorway to Edinburgh and then the A68 towards Newcastle, as Scotland and its speed cameras give way to England and its roadworks. A running theme so far is the need to overtake lorries on A-roads; we plan ahead, keep the revs up and pass easily.

At motorway speeds with the roof down, the MX-5 insulates us from the worst of the noise. To have a conversation, Luc and I have to speak loudly but not shout. Roof up, there's wind noise around the pillars, the tyres seem quite noisy and the engine







is fairly vocal at around 3000rpm, but none of these things is particularly grating or prevents the car from being decent to live with on a daily basis. This is a sports car, after all.

After more main roads past sodden Newcastle, Sunderland and Middlesbrough, we reach the North Yorkshire Moors. After seven hours on the road, it's time for our MX-5 – in range-topping Sport trim, which includes a limited-slip differential, strut brace and Bilstein dampers – to prove its sports car credentials.

We pick a road that runs from north to south. Rolling hills, undulating road surfaces and fast sequences of bends are the order of the day here, and the backdrop looks stunning in the early evening sun.

It's a road that requires real momentum to be fully exploited, and the MX-5's longitudinally mounted engine is happy to oblige. This powerplant needs to be revved to have the best extracted from it

because, unlike with a modern turbo petrol engine, you're relying more on top-end power than low-end torque to make progress.

So there's only as much power as you need and no more, although a better exhaust note wouldn't go amiss to at least trick your brain into thinking you're going faster.

Get the entry speed right and this Mazda will reward you with enough power through the corner and out of it. It's never explosive – this is an MX-5, after all – so it requires work and experimentation with the gears to really flow quickly through the corners.

Fast complexes of corners like these, linked by humps and bumps in the road, show the MX-5 in its very best light. There's no rock-solid chassis tuning here, rather one of sweetness and finesse. There's a little wobble in the chassis when a bump disturbs it mid-corner or a crest in the road pops up under braking, but

it's never enough to make the car feel nervous or to cause you to back off.

Find a tighter, twistier stretch of road, though, and it's the steering that really comes into its own. It's an electrically assisted system, but don't roll your eyes. With weight and feel like this, the MX-5 is definitive proof that electric steering can offer a 'pure' driving experience.

The steering makes the MX-5 a pointy car that likes to be turned in rather than chucked in. Yes, you can slide it and drift it and it is adjustable on the throttle and progressive when you do so, but there's far more grip here than in a Toyota GT86 and, as such, the slides require a bit more commitment. So the more satisfying way to drive it is to thread it through the bends and enjoy that precise steering feel and precise handling rather than launch into the corners.

It's on roads like these where the weight distribution of the MX-5 also pays off. A clever use

of materials has allowed a close-to-perfect apportioning of weight in the MX-5, with aluminium used for key structures and bodywork front and rear, to put the main bulk of the weight in the middle of the car. It all makes for a very linear drive, with no lurching around mid-corner or under hard braking.

'Sweet' is the word we keep coming back to when describing the MX-5's dynamic repertoire. Heading down the M1 to London, that word keeps returning as we try to sum up this car. It's sweet to look at, sweet to drive and sweet to sit in. Most likely, it will be sweet to live with, too.

There are many faster sports cars out there and ones that are even sharper to drive, but all are more extreme and, as a result, less usable every day. If you buy into the theory behind the MX-5, you'll love what they've done with this car in returning it to its roots. It feels hearty and wholesome and we love it. **A**



# *Room for* **Improve**

For 50 years, Alpina has been making good BMWs even better, and it isn't about to rest on its laurels. **John McIlroy** reports





# ment

**E**ven for a company that has a history of doing things a little differently, Alpina's recent 50th birthday celebrations were a bit out of the ordinary. The specialist manufacturer closed its factory in Buchloe, Bavaria, for a full week. Around 400 guests turned up every night for a string of lavish dinners, and the plant gates were thrown open on a Sunday afternoon for anyone to have a look at the facility and the 20 or so classic models dotted around the place.

It was a confident statement from a family firm that is in a good place. In 2014 Alpina's 220 staff enjoyed the firm's strongest sales year yet, with more than 1700 cars delivered globally – and although the volumes

are expected to shrink a little this year (a result of the 3 Series being facelifted and the 7 Series being replaced), the company's turnover should rise again.

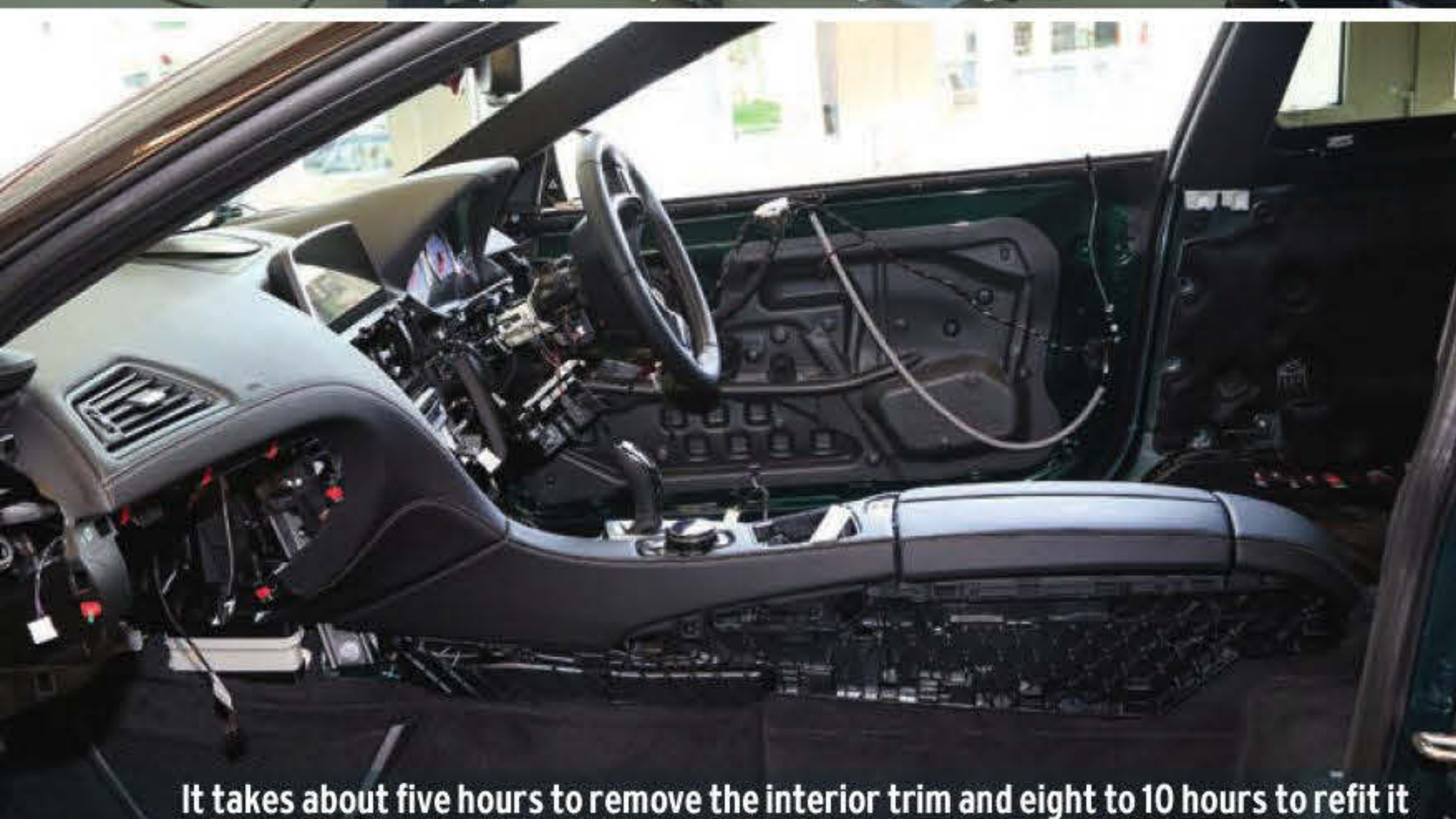
The close relationship with BMW – still unique in the car industry – is as strong as ever. Started when Burkard Bovensiepen developed a twin-carburettor kit for his BMW 1500, the partnership now operates on a rolling five-year deal and includes assembly on BMW's own production lines and its dealers honouring Alpina's warranty. It's a business arrangement – Alpina is charged a storage fee for any parts batches that turn up outside of BMW's 'just in time' production process – but it's very strong. BMW feeds Alpina's →







At its Buchloe headquarters, Alpinas are designed, engineered and built by 220 staff



It takes about five hours to remove the interior trim and eight to 10 hours to refit it



Alpina Classic wheels have a patented design to hide the valve behind the centre cap



Andy Bovensiepen says more Alpina SUVs are likely

← engineers CAD data on upcoming models more than four years before they start production, after all.

And yet for all this stability, there is a feeling of transition at the company. Bovensiepen is a sprightly 79-year-old who still lives in a house on the factory site (the hot gas from one of the engine dynos heats his pool). He splits his time between maintaining what he calls the “fundamental basis of trust” between Alpina and BMW and finding new product for his fine wine business.

But he has recognised that a

longer-term management plan is required, so his sons Andreas (Andy) and Florian now have senior roles. Crucially, they have a majority vote between them, with the potential to overrule their father if they see fit.

It has been used a few times already, too – most notably with the XD3, Alpina’s first SUV, which went on sale last year, much to the annoyance of the company founder. “To start with, my father wanted nothing to do with the project,” says Andy with a wry grin. “He doesn’t like dirty cars, let alone the idea of

an SUV. Then he said he would try it after all. Now all he’ll say is that it’s better than he’d expected...”

The car has been a sales hit for Alpina. Production figures were hampered by a shortage of capacity in Bavaria – not to mention the extra logistics involved in producing the car on BMW’s line in North Carolina – but they’d have sold more if they could have made them.

The next major step will be an entry to the Chinese market, due next year – although if major manufacturers find it difficult to

## When Jaguar tried to buy Alpina

ALPINA’S UNIQUE ABILITY to work with a major manufacturer has made it appealing to other brands over the years. Its Japanese importer still politely declines occasional requests from Toyota officials keen to come to Bavaria for “an informal tour of the factory”. But there have been

closer calls over the years – genuine discussions, and flirtations used as bargaining chips with BMW.

When ex-BMW man Wolfgang Reitzle joined Ford’s Premier Automotive Group in 1999, he thought Alpina would be a safe pair of hands for performance Jaguars.

He met Burkard Bovensiepen in London and offered to buy his company for 200 million Deutschmarks (about \$340m). “My father said thanks but no thanks,” Andy Bovensiepen says. “It wasn’t a question of money. It was about the freedom to do what we want.”





set up operations in the region, you can imagine what it's like for Alpina. "Our biggest challenges are the taxes on engine sizes and what we do with local production," says Andy. "We'll probably do a different version of our B7 (7 Series) for China, so while European and American cars will be 4.4 litres, we'll do a 4.0-litre Chinese edition to help with the taxation."

That principle could extend to a straight six version of the 5 Series-based B5, although the complex Chinese business regulations hurt the bottom line. "The rules say that if we build that car in China, we'd have to share the profits not only with BMW but also with Brilliance [BMW's local partner]," Andy sighs. "It's hard enough to make a profit as

**'Customers don't want front-wheel drive. They don't want an Alpina version of the Active Tourer'**

it is, without dividing it up further."

That focus on the bottom line comes across frequently, in fact. Alpina invests about €10 million (£7.1m) in each new model line, through powertrain development, chassis tuning, aerodynamic research and marketing. So it needs to extract the maximum from every commitment it makes. Indeed, Andy suggests that one of the UK's most popular Alpinas in recent years, the four-cylinder diesel D3, contributed far more to the sales volumes than it did to the coffers.


"There was an opportunity for us to do the four-cylinder diesel with the E90 [previous] 3 Series," he says,

"and we did a single-turbo and then a twin-turbo version. But now with F30/F31 [current 3 Series], BMW is using a hot four-cylinder turbodiesel itself – and while we could take that and have up to 250bhp, it would be expensive to produce and then to sell. To be honest, that was the problem with the four-cylinder before. We tried to do something on price and we know it was popular in the UK, but with the strength of the pound it was hard to make any money on it."

"We've looked since then at a new cheaper model, but our customers are quite clear on what they want. They don't want front-wheel drive. They don't want an Alpina version of the Active Tourer. Those things just aren't going to happen. There is some interest in the existing 2 Series, but only in the coupé – and that makes it hard to justify for us."

The focus, then, will continue to be on higher-end models. And although the patriarch may not like it, they will probably include more SUVs. "I think it's likely," says Andy. "If that's where the market is going, then we have to look there. We haven't decided whether to go for the X4 or something larger, though."

Expansion will require greater capacity, and a spare patch of land at Buchloe has already been earmarked as a potential new manufacturing site. The thing is, though, every Alpina still comes with a dash-mounted plaque proclaiming that the firm specialises in "production of exclusive automobiles". So at what point does it stop being exclusive?

"We have more head room yet," says Andy. "Rolls-Royce made more than 4000 cars last year, so we joke that we're more than twice as exclusive as them. But I think that we could make 2000 or even 2500 cars per year and still our customers would consider us exclusive, as long as we keep giving them a different sort of car and experience." 



B5 Edition 50 marks Alpina's 50 years; just 50 made, two for UK

## Six of the best: Alpina's classics

### 3.0 CSL ALPINA

Introduced: 1972

Production run: 1265

Alpina led the development of this famous homologation special at BMW's request – and built 13 examples in its own specification.



### B7 S TURBO COUPÉ

Introduced: 1982

Production run: 30

Imagine a 635 CSI but with a turbocharged straight six and up to 326bhp, depending on how you twiddled the boost knob between the front seats.



### B6 3.5 S

Introduced: 1987

Production run: 61

The only Alpina in history to have been based on an M car, this version of the E30 M3 had a straight six engine with 251bhp.



### B12 5.7 COUPÉ

Introduced: 1992

Production run: 57

This astronomically expensive two-door had a V12 engine with 410bhp and with a manual gearbox.



### ROADSTER V8

Introduced: 2002

Production run: 555

Alpina sold more than 10% of BMW's entire production run of the Z8 – and gave itself a great start in the US market as a result.



### B10 V8S TOURING

Introduced: 2002

Production run: 43

One of the classic BMW shapes, enhanced by Alpina's classic alloy wheels and an uprated V8 with 370bhp.







# NICOLE'S OPPORTUNITY OF A LIFETIME

For her latest work placement, 2014 Autocar-Courland Next Generation Award winner Nicole Agba has been at Toyota, where she's been involved in preparations for the launch of the Mirai fuel cell vehicle. **Doug Revolta** reports

PHOTOGRAPHY LUC LACEY



**T**he Toyota Mirai is the world's first production hydrogen fuel cell vehicle, and during Nicole Agba's month-long placement with the manufacturer she got a chance to work with the marketing team on the upcoming launch of the ground-breaking car.

Following placements with Jaguar Land Rover and Peugeot, 2014 Autocar-Courland Next Generation Award winner Nicole designed a marketing proposal for the car.

"I was tasked with working out how to present technology and data about the vehicle to companies who will be buying the car and also to everyday consumers," the Coventry University graduate says. "Consumers and the companies have similar needs, so I tried to combine both."

Nicole set about designing a mobile app for the car to provide more information on hydrogen fuel cell technology using videos and images. The app would also offer more details about the car and its history, as well as locations of refuelling stations.

To present the app, her proposal was to have an envelope with a tablet device in the car's glovebox and an electronic business card attached to it.

"It's got a barcode on it that automatically downloads the app for you when you scan it," she explains. "There's also an NFC [near field communication] strip that allows you to tap your phone on it and share data like videos, images, websites and the app with your friends."

Although Nicole had worked on hydrogen fuel cell technology projects at university, she hadn't had a chance to delve into the field in any great detail. Having the opportunity to do so at Toyota has changed her opinion of the technology.

"It's been really beneficial learning the essential facts about hydrogen fuel cells," Nicole says. "After working on this project, I'm actually pro-hydrogen. I wasn't before I'd learnt more information about it here."

Now on her third placement of five, Nicole has been able to draw on her experiences at Jaguar Land Rover and



**'THERE'S POTENTIAL FOR TOYOTA TO USE THE APP I DESIGNED AS A PRODUCT'**





## TOYOTA'S VIEW

### 'Winning the Autocar-Courland Next Generation Award is life-changing'

**ROB GILES**, Toyota's HR director, has been on the judging panel for the Autocar-Courland Next Generation Award since 2013 and will be assessing entries again this year.

He's pleased to see how far Nicole has come since winning the award in 2014 and has some important advice for those entering this year's competition.

"This year, what I'm looking for is real innovation," he explains. "Consumer expectations have massively increased in terms of products. People are used to all sorts of innovative products in their home and on their mobile devices, so it's not just a question of what the idea can offer car buyers but also how it can help them with their lifestyle."

"Winning the Autocar-Courland Next Generation Award is life-changing. It opens the winner's eyes up completely to what the industry can offer and, as an HR director, if I saw that on someone's CV, it would make me take notice of the individual."

"Nicole's award-winning biometric steering wheel design from 2014 is a great example to those entering this year."

"The robustness of the proposal is what stood out. It wasn't gimmicky, it wasn't a concept that wouldn't work, and there was a lot of research carried out for it."

"That's what set it apart, and I'm so pleased to see how her confidence has grown during these placements."

Peugeot to help in her work at Toyota. Just as in her other placements, she was given the chance to get stuck into work straight away and found herself outside her favoured field of design and immersed in the marketing side of the automotive industry.

"The Mirai project was intimidating to start with, mainly because it's not a design-focused task," Nicole says. "The skills I've acquired through my experience in design shone through in the overall layout of the design app, though."

"I was given full scope to do whatever I wanted to do, and there's potential for Toyota to use it as a product eventually."

Along with her Mirai project, Nicole researched other Toyota marketing schemes and created her own ideas, which she then presented to the head of marketing at Toyota. There was also time for a trip to the firm's manufacturing plant in Derby.

"I was told that no one has ever described the factory as 'cool' before, but I was like a kid at Christmas," she says. "I'm from a materials background, so being able to see all the steps that are involved in manufacturing, like painting the exterior and how they then injection mould the plastic for the bumpers, was a really fantastic experience."

With exposure to many of Toyota's departments, Nicole has noted a strong ethos that runs through each strand of the company. "Every department has its own 'hoshin kanri', which determines their goals for the year," she explains. "Everyone, no matter their department, has environment at the top. Most of the goals are the same, and it means that everyone is on the same page."

Nicole has enjoyed the marketing aspect of this placement and has taken a lot from it, but her future ambition is still clear.

"I very much know that I want to be a colour materials designer, specialising in materials and exteriors," she says. "My time working on the Mirai has been amazing and it hasn't necessarily swayed that. It's just allowed me to have more knowledge. Everything I have learnt here with Toyota I can take into design."

It has been another varied and enjoyable placement for Nicole, and a month with McLaren is up next.

To find out more about how to enter the 2015 Autocar-Courland Next Generation Award, visit [autocar.co.uk/nextgenerationaward](http://autocar.co.uk/nextgenerationaward).



**NEXT GENERATION AWARD**

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# Bentley Continental GT3-R

Racing success inspires a more hardcore take on the Continental GT

**MODEL TESTED** GT3-R

- Price £237,500 ● Power 572bhp ● Torque 518lb ft ● 0-60mph 3.7sec
- Fuel economy 17.7mpg ● CO<sub>2</sub> emissions 295g/km ● 70-0mph 44.3m ● Skidpan 1.01g

The subject of this week's road test is emblematic of Bentley's growing confidence and prosperity. The Continental GT3-R is, in Bentley's words, "the most dynamic, responsive and involving Bentley road car ever". It is also a £240,000 Continental. Even a company as illustrious as this needs to be in chest-thumping mode to consider pushing the boat out so far.

But the significance of the GT3-R extends beyond the obvious. It's now more than a decade since Bentley's Speed 8 won the Le Mans 24-hour race – an absence from international motorsport evidently considered

**WE LIKE** Blend of excitement and refinement ■ Supercar-level performance ■ Opulent, immaculate cabin



● A subtle homage to the huge front splitter on the GT3 racer, but still a brave addition to a Bentley road car. It actually looks relatively conservative.



● Radiator grille, headlight surrounds and window and bumper trim are all in gloss black. A harsh contrast with the white paintwork, but that was probably the look Bentley was aiming for.



● Black machine-forged 21in rims wear Pirelli P Zero tyres. Huge carbon-ceramic brake discs and eight-piston calipers are standard.



● These carbonfibre slats are one of the less well-judged styling additions, particularly given that the enormous bonnet onto which they are tacked is still a heavy superformed aluminium panel.



long enough by Crewe's top brass and parent company Volkswagen.

That's because, after being shown in concept form in 2012, the firm's Continental GT3 endurance racer led it back onto the track last year. Out of the box, it ended an 84-year wait for a Bentley motorsport win on British soil when the Blancpain Endurance Series visited Silverstone. It also scooped a win in the same series at Paul Ricard, won the Pirelli World Challenge at Miller Motorsports Park in the US and successfully completed an eventful 24-hour race at Spa.

You could call that a successful maiden season. Bentley certainly



GT3 racer's success inspired the GT3-R

would. It's also seen as justification for the introduction of a road-going tribute to that success: the limited-run Continental GT3-R.

The importance of this car is easy to overlook on paper but less so in

the metal – at least judging by the motorsport-inspired styling. Crewe has launched extra-punchy GTs before, and both the W12 GT Speed and the old GT Supersports make more power than this. But neither was so single-mindedly designed to deliver speed, agility and driver thrills.

Never has Bentley attempted to make such a purposeful driver's car as this – and never has it considered one of its cars worthy of an identifier as baggage-laden as 'GT3'. So what results: a proper track-day car, a piece of two-tonne carbonfibre-clad tokenism, or something in between?

## DESIGN AND ENGINEERING



A hardcore Bentley performance machine is a concept shot through with contradictions from the start. Anyone inclined to dismiss this car without giving it a fair hearing will need to look no further than its kerb weight for justification. Bentley's official claim, including the 75kg allowance for a passenger and luggage mandated by the EU standard, is 2195kg. On MIRA's scales, our test car showed 2285kg →

**WE DON'T LIKE** Sense of untapped potential ■ Neither lithe nor lively limit handling ■ Overcooked styling



● Rear wing is a lovely piece of mirror-matched lacquered carbonfibre. Whether it belongs on a Bentley Continental GT is open to debate.



● The 'GT3-R' graphics over the rear haunches are a no-cost option, but the green highlights, like strokes of the designer's pen, aren't. They probably looked better on the sketchpad.



● The LED tail-lights have smoked black surrounds, just like the headlights up front. Very nice, and just the kind of visual subtlety Bentley should be dealing in.



● Normal GT V8 S gets chrome exhaust trim in a sideways figure-of-eight shape; GT3-R gets a titanium exhaust with separated quad pipes. Diffuser is the same as the V8 S's.





● There's a hole for the key, which can be used to start the car if you wish. Or you can treat it like the relic it is and simply hit the starter button.



● The engine only comes in one profligate state of tune, but this button lets you fiddle with the suspension through five stiffness settings.



● You can't see the GT3-R's column-mounted paddles from the straight-ahead, but they're fairly well placed and big and brutish to use.



## MULTIMEDIA SYSTEM

When you press the damper button to stiffen the suspension and then have to move your hand up to the touchscreen to actually adjust the firmness via a low-res slider, you get an idea of how far Bentley still has to go with its electronics. Aston Martin and Rolls-Royce have, in their time, been limited by the slickness of the systems inside them, but there's little excuse for discovering that a Volkswagen Golf has a quicker and more responsive system than Bentley's flagship car. Still, it all works, if slowly and clunkily, and the hi-fi quality is impressive.



← with its 90-litre tank full of fuel. Too much for a great driver's car? We'll come to that.

The more important question is whether Crewe could have done more to save weight without compromising on the material lavishness and silver-tongued luxury on which every Bentley trades – and extended experience of this car makes it a hard one to answer.

Having started with a Continental GT V8 S, Bentley threw out the car's back seats and fitted new, lighter front ones. It also replaced the interior doorcards with carbonfibre alternatives, found a titanium exhaust for the car worth a 7kg saving all on its own and fitted lightweight machine-forged 21in alloy wheels and carbon-ceramic brake discs as standard.

Altogether, the GT3-R's diet amounts to a 100kg weight loss, but the car still comes with a double-glazed glasshouse, thick aluminium body panels, a relatively heavy and complex air-sprung suspension system, four-wheel drive, massager seats and a motorised bootlid. Some of that may be indispensable to any modern Bentley, but equally, our sources suggest that the engineers' weight-saving mission ran out of

time before it ran out of opportunity.

The mechanical changes to the car aren't earth-shattering, but there's a promising, businesslike directness about them. The car is powered by the twin-turbocharged 4.0-litre V8 engine from the GT V8, because that's the basis of Bentley's racing engine – and since we prefer it to the older W12 anyway, it's good news as far as we're concerned. New turbos produce peaks of 572bhp and 516lb ft from it, up from 521bhp and 502lb ft in the GT V8 S.

Just as importantly, a shorter final drive ratio (3.5:1, down from 2.85) for the eight-speed automatic gearbox makes for even more greatly enhanced sprinting potential than the power hike alone implies. While the GT V8 S pulls just under 45mph per 1000rpm in top gear, the GT3-R pulls only 37.6mph. Top speed is reduced to 170mph as a result.

The car's air-sprung, adaptively damped suspension has been retuned, but it's otherwise carried over from the V8 S – which seems something of a disappointment. But the car's stability control software has also been retuned, not to mention augmented to make the GT3-R the first Bentley to feature torque vectoring via the brakes. The →



● Not a huge amount of space for such a big car. Prop something behind the seat and taller occupants will find themselves uncomfortably close to the dash.

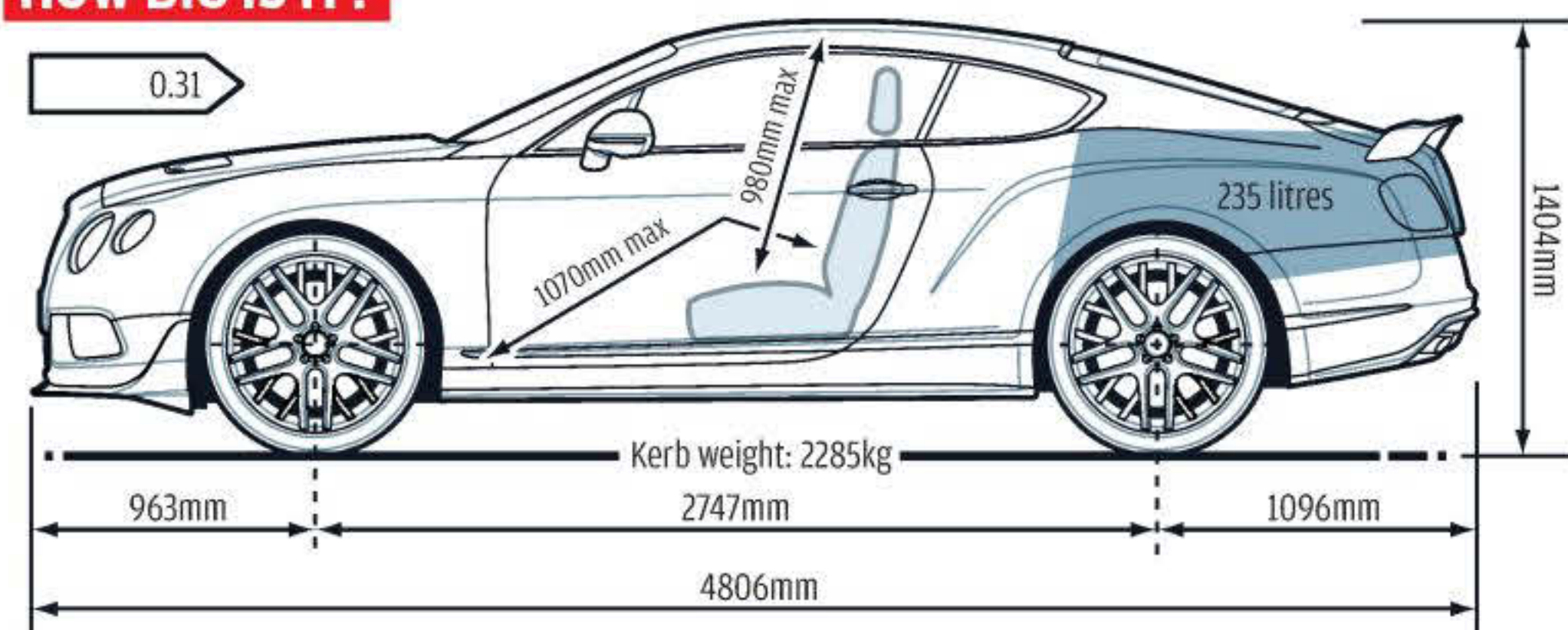


● The absence of rear seats reduces the car's practicality somewhat, but the GT's rear pews were always more emergency option than serious prospect.



● The Continental's boot isn't as capacious as that of a BMW 6 Series, for example, but it's roomy enough to swallow a weekend's worth of luggage.

#### HOW BIG IS IT?



#### VISIBILITY

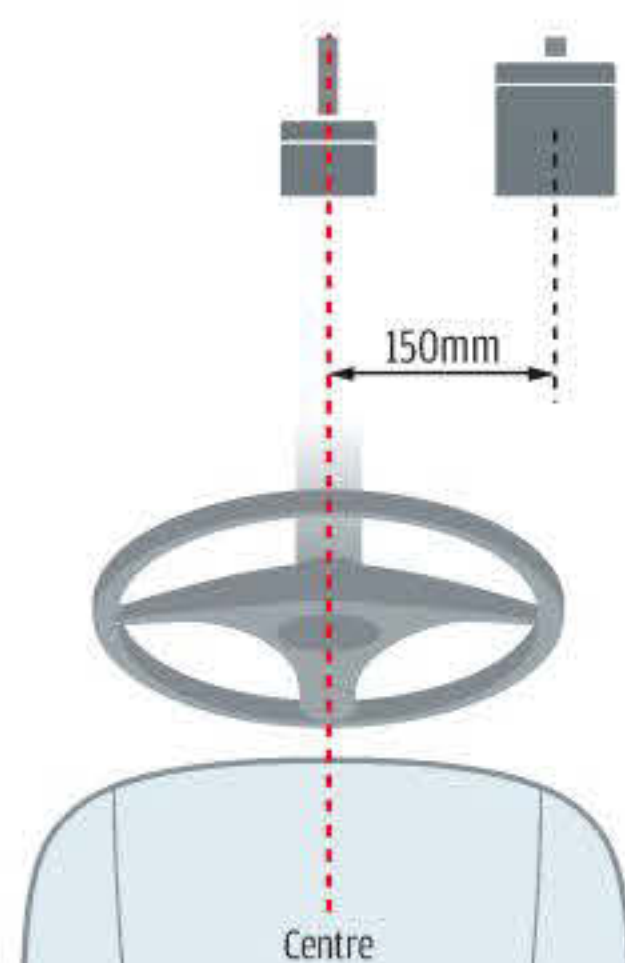
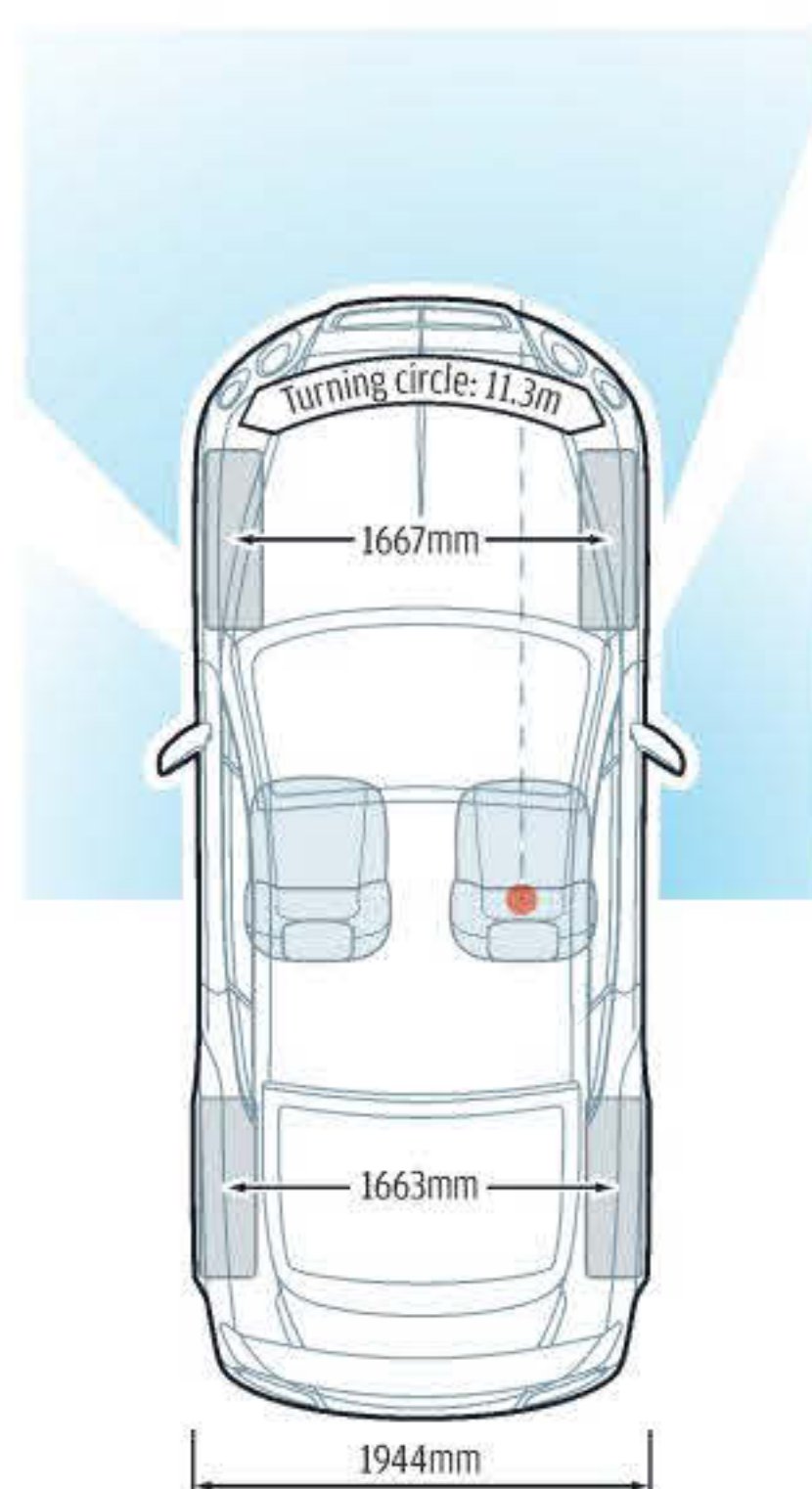
Large car, large pillars. We'd take a few options off this Bentley, but parking sensors aren't among them.

#### HEADLIGHTS

Superb on dipped beam, even better on high beam.

#### WHEEL AND PEDAL ALIGNMENT

Dead straight wheel and a broad driving position are suitable for the most heavyweight of oligarchs.





← standard four-wheel drive system, which splits power 40/60% front to rear by default, remains.

## INTERIOR

★★★★★

It's almost impossible to sit in a Continental GT now without musing on its age. Previous to the Volkswagen Group's overlordship, an elderly Bentley could be appreciated like a first-edition book or a vinyl record cover, the leather and wood absorbing time and patina as if layered onto it like so much French polish. The GT, though, is far too modern to grow old so gracefully. Instead, it's rather like watching an effects-laden blockbuster from the late 1990s: everything is recognisably in place, yet also now very clearly out of date.

Bentley knows this, of course, and so with the GT3-R it does what it has

been doing for the past half decade and dazzles you with its lavish materials and fine craftsmanship. And even in 2015, it does that to intoxicating effect.

The cabin's chief difference, though, is to be found directly behind you, where the rear seats have been plundered in the interests of weight reduction. But that paring down extends to almost nothing else in the cabin. Yes, the door casings are made from rather beautiful lacquered carbonfibre, as are some of the fascia panels elsewhere, but that's worth about as much in the GT's case as titanium earrings on a hippo.

Quite obviously, the cabin architecture behind it all – and the level of kit on top – hasn't been asked to shed a solitary gram. Even the new, bespoke sport seats, dropped in for their additional support, appear to be the racing bucket equivalent of La-Z-Boys. Except that nothing originating from the United States

has ever been as well stitched together as these – the leather and diamond-quilted Alcantara being almost as satisfying to pore over as they are to sit in.

That, in a nutshell, describes the wonderful incongruity of the GT3-R: it's trying to be at once plumped up and pared down. Entire swathes of tactile hide – some of it dyed a zesty shade of lime green – decorate the dashboard, and it's all very nice indeed. But the inescapable fact is that Bentley has treated its matinee idol to an injection of Botox, where some will argue that industrial-level liposuction was called for.

## PERFORMANCE

★★★★★

Just when you thought that making a regular Continental GT travel from 0-60mph in 4.5sec was impressive, along comes the GT3-R. The

GT3-R's weight may yet hold it back from being all the driver's car it could be, but one thing it doesn't do is prevent it from being devastatingly accelerative.

Partly that's due to the 572bhp that the 4.0-litre V8 develops, but at least as much is a result of the lower gearing. Yet still there's no launch control at work here; you simply tense the transmission by easing the accelerator down a touch with the brake pedal applied, then remove your left foot from the brake pedal and stamp the throttle down to the floor with your right foot.

If you have the space and nerve, 60mph will pass just 3.7sec later, which is the fastest time we have ever recorded for a car that weighs more than two tonnes (the Bugatti Veyron Super Sport sneaked just 5kg under that), and the weight doesn't hold it back much after that, either. The Bentley passes 100mph in only 8.2sec and completes a standing

## ON THE LIMIT

The big Bentley hauls off speed remarkably well. Its standard carbon-ceramic stoppers will resist fade for about four laps of our tough handling circuit, which is a particularly good showing given the engine's potency and the car's overall weight.

It's not agile on turn-in by race-inspired standards, but few cars weighing this much have such keen responses. Its body settles quickly and can absorb mid-corner bumps without being pushed off line. And from then on, driven smoothly, it largely settles into a stable, confident cornering attitude, not easily thrown around by throttle lifts, bungs or other inputs.

It will eventually nudge into understeer, although you can use the body weight to sidestep that and set it into oversteer on turn-in, after which the power will help to pull it straight with confidence. There's precious little to worry about here and quite a lot of reward to be had.

## DRY CIRCUIT

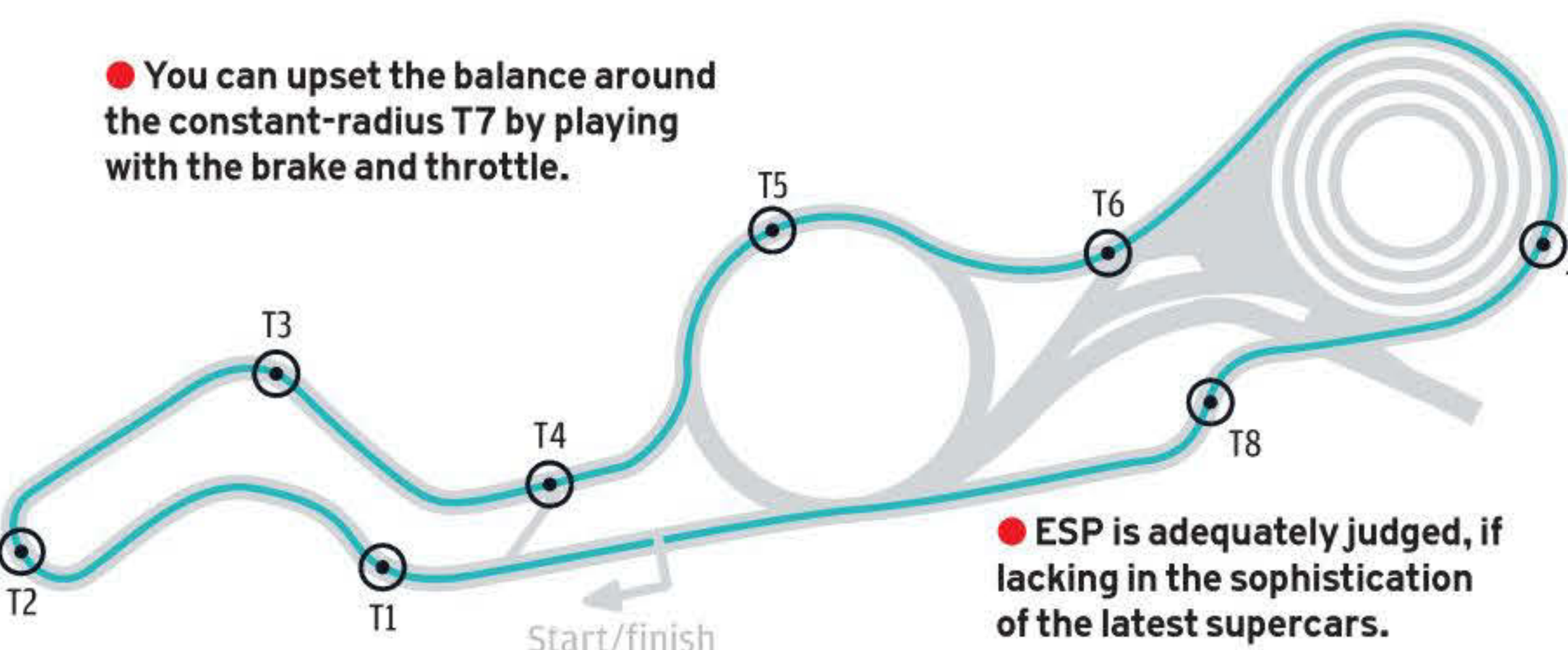
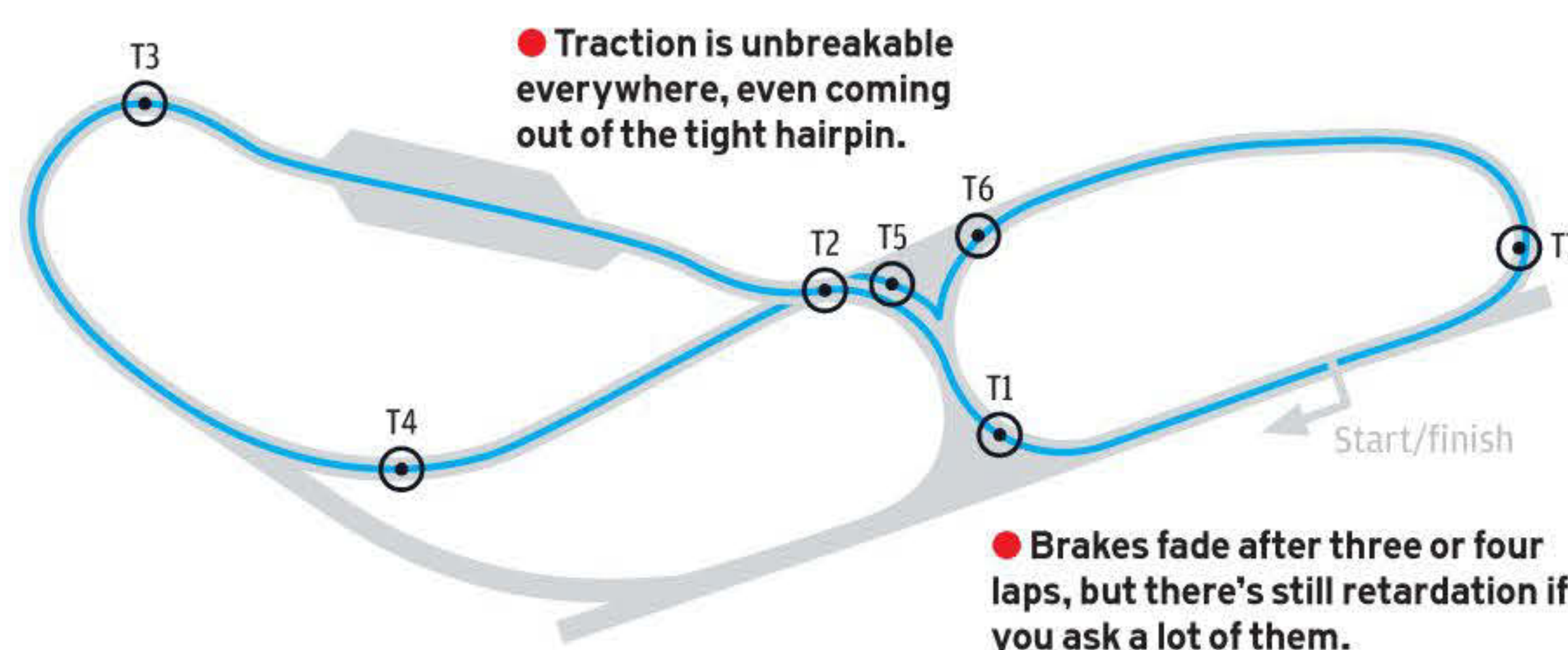
**Bentley Continental GT3-R**  
1 min 15.5sec  
**Ferrari F12 Berlinetta**  
1 min 08.6sec

That the GT3-R is slower around our handling circuit than an F12 is about as surprising as finding it gets dark at night. But it's a fairly entertaining steer anyway.

## WET CIRCUIT

**Bentley GT3-R**  
1 min 20.4sec  
**Ferrari F12 Berlinetta**  
1 min 22.9sec

The security of four-wheel drive means there's no problem using the GT3-R's considerable power everywhere, but it can be playful if you ask.



## ACCELERATION 19deg C, dry

**Bentley Continental GT3-R**

Standing quarter mile 12.0sec at 120.5mph, standing km 21.6sec at 155.1mph, 30-70mph 2.9sec, 30-70mph in fourth 4.4sec



**Ferrari F12 Berlinetta**

Standing quarter mile 11.0sec at 133.6mph, standing km 19.7sec at 169.8mph, 30-70mph 2.3sec, 30-70mph in fourth 4.6sec



## BRAKING 60-0mph: 3.0sec





Stiffer springs all round help to contain GT3-R's two-tonne-plus mass



The ride is little worse than that of a standard GT, which means the GT3-R is a fine car to drive over distances

quarter mile in 12.0sec precisely. That latter time is a second clear of a Mercedes-Benz S63 AMG Coupé and only a second slower than a Ferrari F12 Berlinetta, which, remember, has more than 700bhp and weighed in at only 1630kg on our scales. Such are the benefits of the Bentley's broad powerband and a four-wheel drive system that can vary the amount of power it sends to the front wheels to between 15% and 65% of the total. There is simply no tyre slip under even maximum acceleration.

There is, however, no shortage of drama. This is partly because you're shoved firmly into the seats and destined to remain pinned there until the speedo reads well into three figures, but it's also because, although the GT3-R will not spoil Bentley's reputation for refinement, in removing some noise insulation and installing the titanium exhaust, the V8 engine has been allowed to emit a bit more of a bellow as it makes its way towards its 6200rpm redline. It doesn't do that without turbo lag, even at higher revs, but such is the torque and power when it does arrive that you will never feel short-changed by the response.

The automatic gearbox keeps up with it admirably and is more responsive than the large, old-fashioned gear selector and huge, column-mounted shift paddles suggest that it's going to be. The brakes are strong, too, as well they might be, given the weight they have to retard time and again. The GT3-R, despite its name, is not really a track car, but they stood up to the abuse of our handling circuit remarkably well.

### RIDE AND HANDLING



Bentley's engineers have one of the harder jobs in motoring, because they make heavy cars that are meant to be both luxurious and sporting and whose top speeds usually start with a two. Marrying those things isn't without compromise, so it's a credit to them that the GT3-R is as pleasing to drive as it is and that it rides as well as it does, particularly given that – in order to retain decent control – they've stiffened the front spring rates by 45% and the rears by 33%.

The damping stiffness can still be varied from the cabin, and while

ideally you'd want the body control from its firmest setting yet the comfort of the softest setting, a point somewhere in the middle does an extremely good job. The ride is really little worse than that of a standard Continental GT, which means the GT3-R is still a fine car to drive over distances, absorbing bad surfaces well and putting up decent resistance to undulations, crests and dips.

Naturally, it's stable at higher speeds, too, with middling-speed and confidently weighted steering that's solid and moderately responsive. Given where the GT3-R could have ended up, it's an impressive piece of dynamic kit.

### BUYING AND OWNING



While it's important to take a critical view and to benchmark cars like the GT3-R, this test will be of limited use if you're only now deciding that it's exactly the sort of machine that's been missing from your motoring life. The production of 300 cars is now all but run, the entirety of the UK's allocation (34 cars, according

to unofficial sources) is sold and only a handful of unsold examples remain in franchise stock around the world. So while the idea of importing a right-hand-driver from, say, Japan or South Africa wouldn't be out of the question for anyone well heeled enough to afford the car's £237,500 asking price in the first place, the plain truth is that even abroad you'll be very lucky to find a Bentley dealer with a GT3-R to sell. And unlike with the Continental Supersports, there will be no convertible version.

The GT3-R's price tag plainly reflects the situation Bentley found itself in after the abundance of interest shown in the original GT3 concept of 2012. A 40% premium over even a W12 GT Speed is a big one for the Continental – but the rate at which Bentley has sold the cars would suggest that it's not too big. Limited supply should keep residual values higher than the GT's normal standard, but exactly how much higher remains to be seen.

That question will certainly be a bigger one for GT3-R owners than whether they'll get 20mpg on a mixed run. For what it's worth, our testing suggests that they won't. →



## BENTLEY CONTINENTAL GT3-R

On-the-road price	£237,500
Price as tested	£245,500
Value after 3yrs/36k miles	na
Contract hire pcm	na
Cost per mile	na
Insurance/typical quote	50/£1195

## EQUIPMENT CHECKLIST

21in forged alloy wheels, black	■
Adjustable air suspension	■
Solid paint, Glacier White	■
Beluga leather with Alcantara inserts	■
Carbonfibre interior veneers	■
'CSiC' carbon-ceramic brakes	■
8.0in touchscreen multimedia with sat-nav, Bluetooth streaming and 30GB HDD	■
Bentley GPS tracking system	£1375
Rear-view camera	£930
High-gloss carbonfibre engine cover	£3600
Spacesaver spare wheel	£510
Numbered treadplates	£1585

Options in **bold** fitted to test car  
 ■ = Standard na = not available

## RANGE AT A GLANCE

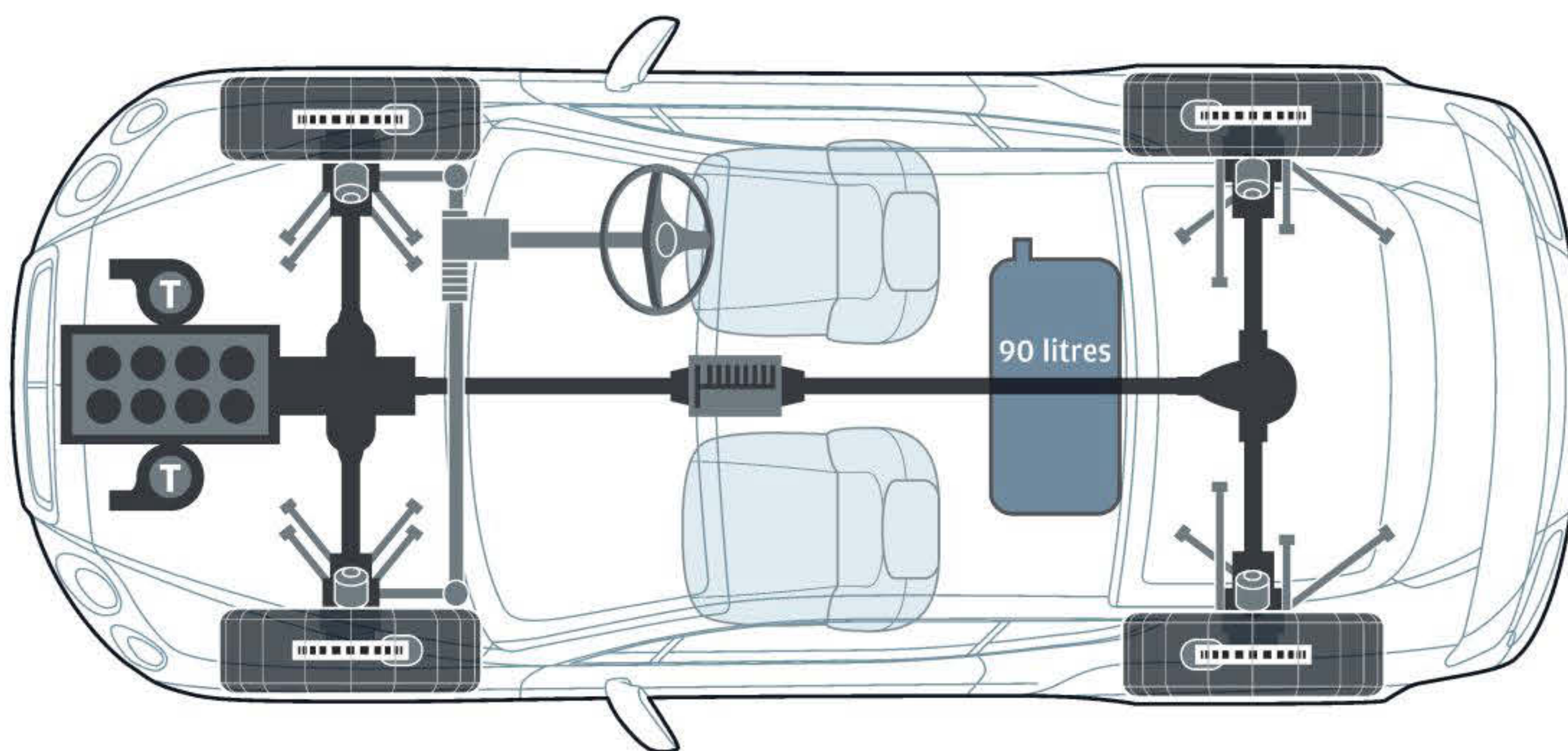
ENGINES	POWER	FROM
4.0 GT V8 Coupé	500bhp	£140,300
4.0 GT V8 S Coupé	521bhp	£149,800
6.0 GT Coupé	582bhp	£150,500
6.0 GT Speed Coupé	626bhp	£168,300
4.0 GT3-R	572bhp	£237,500

## TRANSMISSIONS

8-spd automatic ■

## TECHNICAL LAYOUT

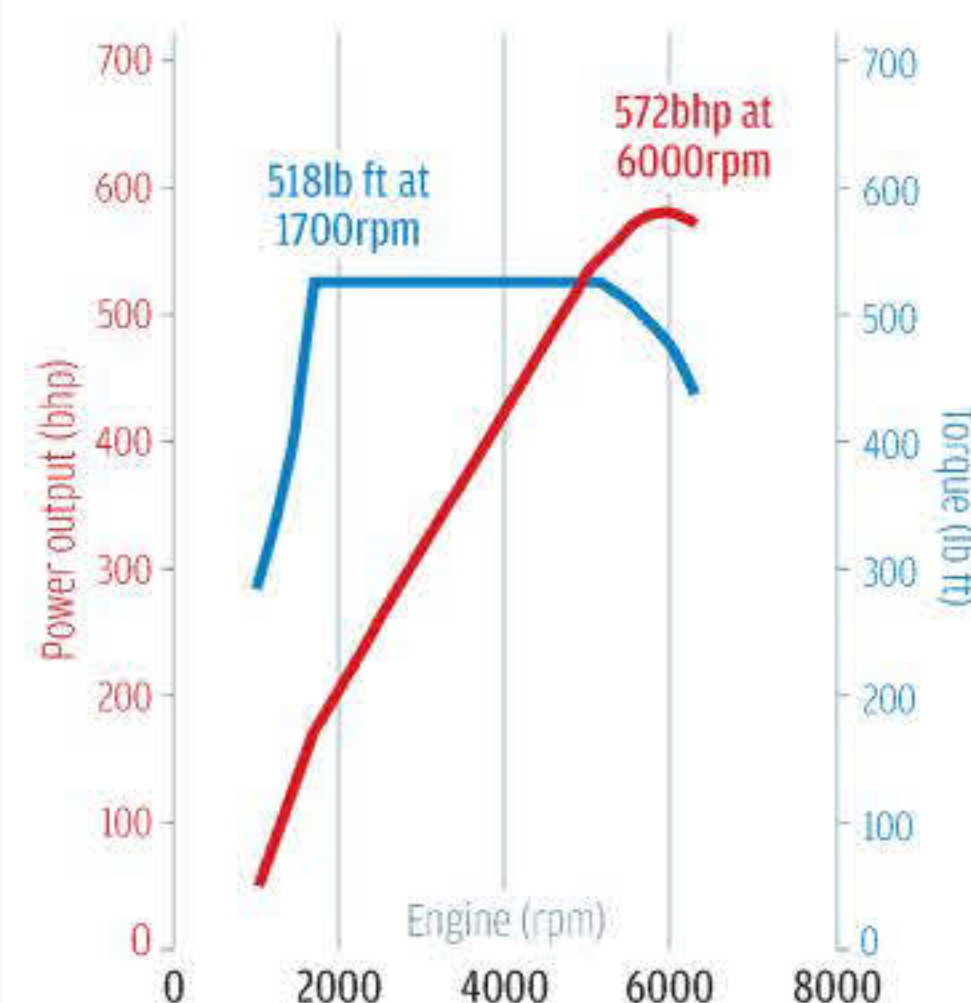
The twin-turbo 4.0-litre V8 sits longways under the bonnet, driving all four wheels via an eight-speed automatic gearbox and a Torsen centre diff capable of sending anything from 15 to 65% of torque to the front axle. Torque vectoring via the brakes is across the rear axle only. All-independent suspension features air springs with adaptive damping.



## ENGINE

Installation	Front, longitudinal, four-wheel drive
Type	V8, 3993cc, twin-turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	84.5mm/89.0mm
Compression ratio	9.3:1
Valve gear	4 per cyl
Power	572bhp at 6000rpm
Torque	518lb ft at 1700-5000rpm
Red line	6200rpm
Power to weight	261bhp per tonne
Torque to weight	236lb ft per tonne
Specific output	143bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	2195/2285kg
Drag coefficient	0.31
Wheels	10Jx21in
Tyres	275/40 ZR21, Pirelli P Zero
Spare	Spacesaver (optional)

## TRANSMISSION

Type	8-spd automatic
Ratios/mph per 1000rpm	1st 4.71/5.4 2nd 3.14/8.0 3rd 2.11/11.9
	4th 1.67/15.1 5th 1.29/19.5 6th 1.00/25.2
	7th 0.84/30.0 8th 0.67/37.6
Final drive ratio	3.5:1

## ECONOMY TEST

Performance	4.7mpg
Touring	na
Average	17.7mpg
Urban	15.3mpg
Extra-urban	30.6mpg
Combined	22.3mpg
Tank size	90 litres
Test range	350 miles

## CLAIMED

## SUSPENSION

Front Double wishbones, air springs, anti-roll bar  
 Rear Multi-link, air springs, anti-roll bar

## STEERING

Type	Electrohydraulic, rack and pinion
Turns lock to lock	2.5
Turning circle	11.3m

## BRAKES

Front	420mm ventilated carbon-ceramic discs
Rear	356mm ventilated carbon-ceramic discs
Anti-lock	Standard, with Brake Assist

## CABIN NOISE

Not tested

## SAFETY

ABS, DSC, EBD, Brake Assist  
 Euro NCAP crash rating Not tested

## EMISSIONS & TAX

CO <sub>2</sub> emissions	295g/km
Tax at 20/40% pcm	na

## ACCELERATION

MPH	TIME (sec)
0-30	1.5
0-40	2.2
0-50	2.8
0-60	3.7
0-70	4.6
0-80	5.7
0-90	6.9
0-100	8.2
0-110	9.9
0-120	11.9
0-130	14.3
0-140	17.0
0-150	20.3
0-160	-

## ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th	7th	8th
20-40	1.3	1.7	-	-	-	-	-
30-50	1.2	1.7	2.3	3.4	-	-	-
40-60	-	1.7	2.1	2.8	4.1	5.9	-
50-70	-	1.7	2.1	2.7	3.7	5.1	8.7
60-80	-	-	2.2	2.8	3.7	4.6	7.2
70-90	-	-	2.2	2.8	3.8	4.7	6.8
80-100	-	-	-	3.0	3.9	5.0	6.8
90-110	-	-	-	3.1	4.0	5.3	7.0
100-120	-	-	-	3.2	4.2	5.2	7.2
110-130	-	-	-	-	4.2	5.5	7.8
120-140	-	-	-	-	4.4	-	-
130-150	-	-	-	-	5.1	-	-
140-160	-	-	-	-	-	-	-

## MAX SPEEDS IN GEAR

1	37mph 7000rpm
2	56mph 7000rpm
3	84mph 7000rpm
4	106mph 7000rpm
5	137mph 7000rpm
6	170mph 6745rpm
7	170mph 5666rpm
8	170mph* 4518rpm

\* claimed

RPM in 8th at 70/80mph = 1861/2127



THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the GT3-R, contact Bentley Customer Services, Pym's Lane, Crewe, Cheshire CW1 3PL (01270 653 653, bentleymotors.com/en). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

**AUTOCAR ROAD TEST**  
 Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



# Bentley Continental GT3-R

**AUTOCAR VERDICT** ★★★★★☆

As impressive as the regular Continental GT, but it could be so much more



**T**he GT3-R's spring rates are massively stiffer than standard and it has been lowered by 10mm. It's built in limited numbers and all are sold. The GT3-R's dynamics, frankly, could have taken quite a dive and it wouldn't necessarily have mattered had Bentley shrugged its shoulders and said: "Well, it's authentic to the racing car." Buyers would still have been satisfied.

So it's a credit to Bentley that it didn't do that and the GT3-R drives as well as it does, but it's still difficult to shake the feeling that the car isn't quite all it could be. Yes, it's pleasing to drive, and usefully keener than a regular GT, but it still weighs more than two and a quarter tonnes. An even lighter, even keener GT would be more authentic to the race car and more rewarding still. However, while to us it feels like the answer to a question no one asked, apparently 300 people are keen enough to know the answer, which makes it another motorsport-inspired Bentley victory.

## TESTERS' NOTES



**NIC CACKETT**  
The column-mounted gearshift

paddles are huge, but a stretch from the wheel for some of our testers.



**MATT PRIOR**  
I'm no expert, but if you want

a Bentley with 'GT3' written on it somewhere, do you really want a bootlid that closes itself?

## SPEC ADVICE

Nice and simple: you can have any colour you like, as long as it's Glacier White. 'GT3-R' body decals can be deleted.

## JOB FOR THE FACELIFT

- Remove more weight, please.
- Drop the air suspension for a lighter, adaptively damped steel coil solution, for better driver feedback.
- Take out the front driveshafts. If this is a true driver's car, dare to make it rear-wheel drive.

## AUTOCAR ROAD TEST TOP 5

MAKE	1st	2nd	3rd	4th	5th
<b>Model</b>	<b>FERRARI F12 Berlinetta</b>	<b>ASTON MARTIN Vanquish</b>	<b>BENTLEY Continental GT V8 S</b>	<b>FERRARI FF</b>	<b>MERCEDES-BENZ S63 AMG Coupé</b>
<b>Price</b>	£240,083	£192,995	£149,800	£227,168	£125,605
<b>Power</b>	731bhp at 8250rpm	568bhp at 6650rpm	521bhp at 6000rpm	651bhp at 8000rpm	577bhp at 5500rpm
<b>Torque</b>	509lb ft at 6000rpm	465lb ft at 5500rpm	502lb ft at 1700rpm	504lb ft at 6000rpm	664lb ft at 2250rpm
<b>0-60mph</b>	3.2sec	3.8sec (claimed, to 62mph)	4.5sec (claimed, to 62mph)	3.7sec (claimed, to 62mph)	4.5sec
<b>Top speed (claimed)</b>	211mph	201mph	192mph	208mph	155mph (limited)
<b>Fuel economy (combined)</b>	17.3mpg	22.1mpg	26.4mpg	17.3mpg	28.0mpg
<b>Kerb weight (claimed)</b>	1630kg	1739kg	2295kg	1880kg	2070kg
<b>CO<sub>2</sub>/tax band</b>	380g/km, 37%	298g/km, 37%	246g/km, 37%	380g/km, 37%	237g/km, 37%

Verdicts on every new car, p70

Clear of the pack on performance and thrills. Not as lavish or laid back as some but still brilliant.  
★★★★★

Beautiful and characterful, with handling expertly balanced between GT and sporting roles.  
★★★★★

Still the sweet spot in the Continental range, GT3-R included. And genteel with it.  
★★★★★

Remarkable four-seat, all-paw usability from Maranello. Not as great to drive as the F12.  
★★★★★

A bit soulless next to exotic rivals but very thoroughly executed. Beats the S65.  
★★★★★



### LETTER OF THE WEEK

## Alpine needs a GT86

A question posed in the 17 June of Autocar issue was 'Does the world need another £50,000 sports car?', regarding the relaunch of Renault's Alpine brand.

Having seen the official pictures, my answer would be a disappointed "no". The sports car market is fierce enough for those manufacturers with heritage, expertise, the right badge and seductive good looks. A bland pastiche of 1990s Japanese coupés just isn't good enough for this sort of price.

Renault has surely erred by not following an obvious path: make a good-looking, driver-focused, affordable sports car that will appeal to enthusiasts without deep pockets. In short, make a rival for the Toyota GT86.

**Scott Bennett**  
via email



### WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

### THE RIGHT FORMULA

How ridiculous that F1 looks more than likely to stick with 13in wheels and little tyres. I'm fed up with reading about 'how to improve the spectacle' when in one fell swoop it could be pretty well resolved by going back to the enormous wheel and tyre combinations of the 1970s and 1980s. This plus 1000bhp, like the old turbo days, and you've cracked it.

**K Gaulton**  
via email

### CAR CONTRASTS

I was interested to read Steve Cropley's comment on the Vauxhall Viva that he could do all of his annual motoring in such a car (A Week In Cars, 17 June).

As a career petrolhead, I'm sure Steve means what he says. The Viva is simply the latest in a long list of budget cars to receive high praise from Mr Cropley.

Steve, how about passing the Ferrari

FF keys to other staffers and sharing your experiences of a year in a Viva?

**Steve Butterworth**  
via email

*Mr C is already oscillating between the FF and his Suzuki Celerio long-term test car, which we hope you'll agree covers a fairly broad base – MB*

### FOCUS GROUP

After reading about the fuel consumption of your diesel Ford Focus (Our Cars, 17 June), I thought I would show you my petrol equivalent: a 125bhp 1.0-litre Focus (see right). It is virtually identical in trim, but running 18in wheels.

**Derek Hodgson**  
Caerphilly

### YOUTH DRIVE

Motor manufacturers spend millions to promote brand awareness and desirability. It is interesting to gauge



how desirable some brands are to young eyes who have little appreciation of the technical aspects beneath the styling.

My five-year-old son has always been car mad and is now able to identify most vehicles on the road and in Autocar.

After being told he's unlikely to be in the market for a Veyron or Bentley when old enough to drive, he has settled on a Ford Fiesta as his first car, rejecting the offer of my wife's Fiat Panda.

He most gets excited about Porsches.

Particularly insightful is his exclamation of an "olden days car" whenever he sees any pre-XF Jaguar, namely an X-Type, S-Type or X350-model XJ.

**Paul Levio**  
via email

### SEVENTH HEAVEN

Congratulations BMW – the new 7 Series is beautifully executed and encompasses the quality, style and class a large premium saloon should have (News, 17 June). Not that I'll ever buy or need such a car, but praise where it's due, especially considering some of BMW's current ugly ducklings.

**Philip Lunn**  
Tunbridge Wells

### HOW OLD IS YOUR CAR REALLY?

In December 2013 I bought what seemed to be a nine-month-old, March 2013-registered Lotus Evora S, on a

**AUTOCAR** What you're saying on autocar.co.uk

## Alfa Romeo Giulia revealed

Yet another new Alfa that promises much yet fails to deliver? I hope not.  
**Lee23404**

I can't help feeling disappointed. The artists' impressions looked much better.  
**erly5**

Looks like an Infiniti Q50, sounds like a pizza, both of which I like.  
**Geed**



It's not the great surprise that the 156 was, but it's promising.  
**david RS**

I love the idea of an Alfa. Perhaps one day they'll put looks, performance and a bit

of reliability in one car.  
**MeDotOrg**

So Alfa is going to be revived by a car that looks like a Jag/Mazda/3 Series hybrid? Oh dear.  
**typos1**

A reborn Ferrari Dino could be a true driver's car







Thumbs up from Philip for the new BMW 7 Series



13-plate and with an HPI check that stated year of manufacture to be 2013.

Sixteen months and 5000 enjoyable miles later, when offering it as a part-exchange, I was told it was not a 2013 model, nor even the 2012 facelifted one.

Following a call to Lotus, which was super-efficient at responding to my request for a date of manufacture, I was told it was signed out of the factory in February 2011. It was more than two years older than I was led to believe by a non-franchised Lotus specialist.

This isn't unique to Lotus. Buyers of cars that got caught up in the slow sales period of 2008-10, or merely of current slow-selling new models, should be vigilant. You may be buying not just an older car than you think but even a previous model that has sat for a couple of years before being registered.

**Tony Robinson**  
West Sussex



### JUNIOR GROWS UP

The Lamborghini Huracán LP610-4 has 602bhp, does 202mph, hits 62mph from a standstill in 3.2sec and costs £180,720 (First Drives, 17 June). You refer to it as a 'junior supercar', but exactly which part of this is junior?

**David Priddy**

*Datchet, Berkshire*

*It's all relative, but the Huracán is less extreme than the Aventador – MB*

### BE SAFE AND SEEN

You describe the Toyota Avensis as 'safe' (First Drives, 17 June). Safe, no doubt, to have a crash in, but safe also to drive? My experience is different.

I hired an Avensis estate for a holiday. Its weaknesses, and I suspect those of its competitors, are that the driver has only an approximate idea where it is on the road, because the front and rear ends and sides are out of sight, and that its massive A-pillars and badly placed (driver's side) B-pillar obstruct at junctions, where a motorbike, car or small van might be approaching.

Nevertheless, it ticks all the Euro-boxes and is described as safe. In contrast, my Land Rover Defender, which ticks few of those boxes, lets the driver know precisely where it is on the road.

Echoing what Jon Wright wrote in the same issue, we have satisfied the health and safety bureaucrats but lost sight of a most important aspect of real safety.

**Roderick W Ramage**

*Coppenhall, Stafford*

### MAKE DINO SOAR

The prospect of a V6 Ferrari is an exciting development (News, 10 June). But what if it really is a fresh embodiment of a driver's car? Lightweight, capable, edgy – a true reborn Dino. Less is the new black.

**Mike P Beausang**

*Coventry*

# NEXT WEEK

Inside the magazine – on sale 15 July

## FIRST DRIVE



**Elemental RP1 prototype** We find out how the new British roadster is taking shape



### FEATURE DRIVE

**Jaguar XE diesel**

We get closely acquainted with JLR's new Ingenium oil-burner



### ROAD TEST

**Vauxhall Viva**

Luton's £8k entry-level supermini gets the eight-page once-over

## INSIGHT



**Supercar graveyard** We discover where Ferraris, Lambos and Porsches go to die

CONTENTS SUBJECT TO CHANGE



# OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVANT	AUDI TT	BMW ACTIVE TOURER	CITROEN C4 CACTUS	FERRARI FF	FORD FOCUS	FORD MONDEO	HYUNDAI i20	KIA SOUL EV	LAND ROVER DEFENDER
Barnaby Jones	Stan Papior	John Bradshaw	Lewis Kingston	Steve Copley	Tim Dickson	Luc Lacey	Aaron Smith	Hilton Holloway	Matt Prior

## Toyota GT86

**FINAL REPORT** We knew Toyota's affordable rear-drive coupé was a cracking thing to drive, but we had no idea it would turn out to be so practical over the course of a year and 32,000 miles



It's standard to end a long-term farewell report with the words 'I'll miss it', or something like that. I remember – although for the life of me Google can't find evidence of it – that it's apparently quite common that a pilot will say their favourite aircraft is the one they're currently flying, and I think the same phenomenon applies to the

cars you drive. You get into its way of doing things, and something new feels inherently weird after that.

The Toyota GT86, then, has just returned to its maker. And, yes, I might as well get it out of the way nice and early: I'll miss it. But I'm pretty sure I'd say that after having a GT86 for a week, or a day, or an hour, let alone a year in

which I've covered 32,300 miles in one.

That's since it arrived with us this time last year, barely out of its running-in period, and I guess I've driven most of those miles. That's quite a long time to get to know a car and get familiar with its way of doing things (as well as a fairly eye-opening reminder of how many miles your trusty road testers cover

annually, given that I can't have done any more than 50% of my total driven miles in it last year).

Granted, the GT86 – a small, naturally aspirated, rear-driven 2+2 coupé – isn't the obvious choice for covering grand distances, at least on paper. But of all the long-term cars I've run during my decade at Autocar,

LOVE IT



**LOW WEAR AND TEAR**  
Tyres and brakes resist abuse well. We got through a set of rears, but that's all.



**DEALER SERVICE**  
Visited Toyota Oxford three times, and each time they were quick and efficient.



**FUEL ECONOMY**  
Drive slowly on a motorway and you can push to the other side of 40mpg easily.



**WILLING ENGINE**  
Peak power is at 7000rpm but it spins to 7400. I never wanted for more poke.

LOATHE IT



**ROAD NOISE**  
At high speeds, road noise drowns out the stereo and hands-free calls are tricky.



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NX300H

MAZDA  
2

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PANAMERA

RANGE ROVER  
SPORT

RENAULT  
MÉGANE RS

RENAULT  
TWINGO

SEAT  
LEON X-PERIENCE

SKODA  
FABIA

SKODA  
OCTAVIA

SUZUKI  
CELERIO

TOYOTA  
GT86

VOLKSWAGEN  
GOLF R

VOLVO  
V60


Mark Pearson



John McIlroy



Andrew Frankel



John McIlroy



Steve Cropley



Matt Prior



Matthew Burrow



Mark Tisshaw



Tom Webster



Matt Burt



Steve Cropley



Matt Prior



Allan Muir



Hilton Holloway

On the right track or B-road, few cars are as much fun to drive



A low kerb weight has many advantages, not least when going for big air over jumps



Rain didn't stop play. On the contrary...



There's room for four adults at a push

## TEST DATA

### TOYOTA GT86

#### TEST STARTED 28.6.14

Mileage at start	875
Mileage at end	32,300

#### PRICES

List price then	£25,110
List price now	£25,115
Price as tested	£26,650
Dealer value now	£18,000
Private value now	£17,500
Trade value now	£17,000

#### OPTIONS

Touch & Go multimedia system £750, metallic paint £495, parking sensors £295

#### CONSUMPTION AND RANGE

Claimed economy	36.2mpg
Fuel tank	50 litres
Test average	37.2mpg
Test best	41.3mpg
Test worst	29.4mpg
Real-world range	409 miles

#### TECH HIGHLIGHTS

0-60mph	7.4sec
Top speed	140mph
Engine	4 cyls horizontally opposed, 1998cc, petrol
Max power	197bhp at 7000rpm
Max torque	151lb ft at 6400rpm
Transmission	6-spd manual
Wheels	7Jx17in
Tyres	215/45 R17, Michelin Primacy HP
Weight	1235kg (tested)

#### SERVICE AND RUNNING COSTS

Contract hire rate	£352
CO <sub>2</sub>	180g/km
Service costs	£775 (for three services)
Other costs	Rear tyres £240, oil £20
Fuel costs	£5141
Running costs inc fuel	£6176
Depreciation	£9150
Cost per mile inc depreciation	49p
Faults	None

#### PREVIOUS REPORTS

16 Jul 2014, 30 Jul, 27 Aug, 17 Sep, 8 Oct, 29 Oct, 12 Nov, 26 Nov, 31 Dec, 21 Jan 2015, 11 Feb, 4 Mar, 25 Mar, 15 Apr, 13 May, 10 Jun

few have been easier to live with.

I know it sounds strange to be espousing the relaxed cruising virtues of a car that has been developed with precisely the opposite in mind, a car whose engine spins audibly at around 3000rpm at 70mph, whose ride is firm and whose cabin noise is as loud as you'd expect from a car that weighs just 1235kg.

Thanks to the purity of its design, this is a remarkably accommodating car. It's narrow and compact, for a start, which makes it excellent in town. Its driving position is dead straight, its seats are supremely comfortable and supportive, its pedals are perfectly spaced and the gearshift is easy and slick.

To my mind, all of these little things matter a lot more than a few ounces of soundproofing. They're what make the GT86 more relaxing to drive over

## Thanks to the purity of its design, the GT86 is remarkably accommodating

long distances than, say, a Renault Mégane RS, or a Peugeot RCZ, whose pedals aren't so comfortable, making it more draining despite it being both quieter and plusher.

The GT86 is also quite practical. One of the reasons it doesn't weigh much is because there's not much metalwork, which in turn means that there's a surprising amount of space in the +2 rear seats. Four adults have travelled in this car on occasion, and I've regularly taken three children to secondary school in it. The rear backrest folds, too, and although the GT86 has a bootlid rather than a hatch (partly for lightness), you can thread sizeable

loads into it. It's even economical. It's meant to return 36.2mpg on the combined cycle, but I regularly beat that, managing 37.2mpg overall during the car's time with us.

It does like to be looked after, though. In 30,000 miles, a GT86 will want three services – interims at every 10,000 miles and major services every 20,000. Many owners won't want more than one per year, I suppose, and they're not bad value: £179 for an intermediate one, £299 for a full fettling. They're a fixed price at any Toyota dealer, so it's not worth shopping around. Our car wanted a smidgen of oil very early on, and nothing else afterwards apart from new

rear tyres at around the halfway point.

And away from all of that, there's the rest, the bits that make up for the compromises. The GT86 has never been anything less than thrilling to drive when the right road (or track) appears. No sooner had it arrived than we threw it into a feature we call Junior Handling Day (where it finished on the podium), and later in the year we used it in a 'best in the wet' test (where it didn't). But wherever it went, whichever tests we took it along to, it entertained everyone who drove it on test or commuted away in it afterwards.

A couple of weeks on from its leaving, my favourite car is still this, not the one I'm currently driving, and I can see it staying that way. The GT86 is one of those rare cars I drive in this gig: if I had a proper job, it's the one I'd buy.  
**matt.prior@haymarket.com**



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car. Incredibly easy to fit. An excellent accessory! Thank you Rearguards!" **Mr D.R. Ford Kuga**

"I was pleased to receive my Rearguard so quickly because my Ford Kuga's rear bumper was recently badly scratched and damaged in a car park (by a hit and run driver). To replace it would cost £100s. Rearguards cover up all the damage. It looks part of the



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**Neil Birkitt, Editor,  
VW Driver Magazine**



"Just taken delivery and fitted Rearguards to my C3 Picasso. Brilliant! It took me about two minutes and it fits perfectly."  
**Mr B.Stevens. C3 Picasso**



"Just fitted Rearguard which arrived today for my Sandero Stepway. Absolutely brilliant. Blends in so well with rest of car's trims."  
**Mr D.F. Dacia Sandero Stepway**



**Mr R.J. VW Golf Mk7**

"Thanks for sending the carbon-look Rearguard for my Mk7 Golf. It's fabulous - it does exactly what I needed, as the sill is particularly prone to damage. I don't understand why manufacturers don't fit something like it as standard equipment."



**Mr M.R. BMW 525 SE**

"Today I received my Rearguard for my 2011 BMW 525 SE and I'd like to say a Big Thank You. It covers the scratches on top of the bumper and it makes the rear of my car look even more upmarket. The Lady I ordered it from on the Phone was Extremely Helpful and Friendly, a credit to your company. Now I've fitted Rearguards it makes me wonder why they're not standard on all new cars. You have a great Product and I wish you every Success for the Future."

If you'd like a free brochure, just ask. If you place an order and you would like us to fit your Rearguard, pop in and we'll do it for free. If your car's not on our list, call us and we might make one especially for you!

### Models recently added:

- Honda Civic Tourer • Vauxhall Corsa • Mercedes C-Class Saloon
- Skoda Fabia/Fabia Estate • Skoda Octavia Scout • Ford Focus
- Porsche Cayenne/Macan • VW Passat Variant

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# Volkswagen Golf R

**Mileage | 3160** Our mega-hatch has been proving that it can do humdrum chores as well as providing hardcore thrills

**V**arious spring-cleaning and gardening projects in the Muir household have put the Golf's practical side to the test in recent weeks. None of it has been particularly challenging, truth be told, but it's still pleasing to know that something as fast and rewarding to drive as the Golf R can also handle mundane, everyday jobs as easily as any other five-door hatchback of its size and significantly more capably than some of its more uncompromising rivals.

Fold the rear seatbacks down and the Golf's 380-litre boot expands to a respectable 1270 litres, with a 1630mm-long load floor (according to our road test) – more than enough for most of my needs. Ridding my garage of a decade's worth of empty cardboard boxes and other junk and stocking up on shrubs did involve multiple runs to

the recycling and garden centres of the Twickenham area, but only on one occasion did I find myself wishing that we had the estate version of the Golf R instead of the hatch, when I needed to collect four chunky 1.8-metre-long garden sleepers from Wickes. For this job, I had to call upon our long-term Skoda Octavia Estate instead.

Practicality may be no different from that of other five-door Golfs, but one area in which the R version easily surpasses its less performance-orientated siblings is the noise it makes. When you consider how anodyne most modern four-cylinder engines sound, the throaty warble that the Golf R makes under acceleration is always a welcome accompaniment to brisk progress, even if it isn't entirely natural. It's almost as though Volkswagen set out to reproduce the evocative

induction noise made by a pair of old-school side-draught carburettors.

Having said that, I find it slightly strange that no exhaust noise is audible from inside the Golf's cabin – not to my ears, at least. Even on a relatively mature hot hatch like the Golf R, some crackles and pops on the overrun would have been appreciated.

The quietness of the car's exhaust is ironic, given that there are not one or two but four tailpipes poking out from beneath the rear bumper. That's a reasonable number even for a large, V8-engined Jaguar or Mercedes-AMG product, but on a four-cylinder Golf it could be construed as over-compensating for something – even though there's no need on a car as swift as the Golf R. It's a shame VW didn't stick with the two round central exhausts of the Golf R's two

immediate predecessors, if you ask me.

The refinement and flexibility of its powertrain and a compliant ride do much to bolster the Golf R's credentials as a long-distance cruiser, but those attributes are offset somewhat by the amount of tyre noise generated at motorway speeds by the Bridgestone Potenza RE050A rubber that the Golf R usually comes with when fitted with optional 19in wheels, as our car is. I'm not the best judge of road noise, because my hearing is mildly wonky, but the Golf R does seem to produce an annoying amount of tyre roar on typical coarse British motorway surfaces. And the fact that it's a subject of some debate on owner forums suggests that I'm not alone in thinking this.

Although the Potenzas provide the Golf with all the grip it needs, I can't help but wonder what the car would be like on a set of Michelin Pilot Super Sports. Even grippier and probably quieter, I suspect. If we were keeping the Golf for longer than nine months, I'd definitely be giving the Michelins a try when the time came to replace the tyres.

In the meantime, I guess I'll just have to steer clear of motorways as much as possible and stick to the twisties, where the Golf R is at its sweet-handling best. That won't be a problem in the slightest. [allan.muir@haymarket.com](mailto:allan.muir@haymarket.com)



Bridgestone-shod 19in wheels generate a lot of noise at speed



The Golf R's practicality isn't compromised by its performance

## Volkswagen Golf R DSG

**Price** £32,220 **Price as tested** £39,100

**Economy** 25.8mpg **Faults** Cabin rattles

**Expenses** None **Last seen** 17.6.15



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Customer Deposit	£8,700.00
Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£12,452.00
Total Amount of Credit	£20,300.00
Total Amount Payable	£31,916.00
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Representative APR	5.9% APR
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1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available between 27th June to 28th September 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO<sub>2</sub> Emissions: 44 g/km.



## THE LOG BOOK



## Hyundai i20

**Mileage 5103 Last seen 10.6.15**

The i20's 1.4-litre petrol motor has loosened up nicely now the car has covered more than 5000 miles. The throttle response is slightly sharper and it doesn't sound so crude while getting up to temperature. Combined fuel economy is still an issue, though. I'm struggling to better 42mpg even with plenty of time spent on motorways. **AS**



## Audi TT

**Mileage 7902 Last seen 3.6.15**

On a trip to the Isle of Wight Festival, I found out three things about the TT. First, the S line suspension and 20in wheels aren't cut out for the badly surfaced island roads. Second, the S tronic gearbox lags behind too much for my liking. Third, the boot is surprisingly roomy, swallowing all of our essential festival paraphernalia. It's a great car but, in this spec, not my favourite. **MF**



## Suzuki Celerio

**Mileage 1880 Last seen 24.6.15**

The Celerio is approaching 2000-mile checkover time. It's an unusual procedure for a modern car; Suzuki calls it an 'optional free first service'. You get a stamp in the book, but it's a while-you-wait procedure that only involves basic checks. Still, I'm getting it done. I like the idea of an expert eye on the car while it's still in the running-in phase. **SC**



## Renault Twingo

**Mileage | 2710** We've been getting to grips with our cute city car's connectivity options

One of the first things you notice after getting into the Twingo is some black plastic jutting out of the dashboard in front of the radio. Passengers are always confused by it and reckon it looks out of place. However, when I plug in my iPhone, they see what it's for.

While some car makers have placed the smartphone cradle on top of the dashboard, Renault has sited it in the centre, a bit lower down. That makes it easier to reach the phone without stretching, but the downside is that it blocks some of the radio controls.

To go with the smartphone holder, Renault has developed a free app, R&Go, which you download to your phone and then connect to the car via Bluetooth. A list of compatible phones is available on the Renault website. I'm running an iPhone with the latest operating system and it works fine.

When the Twingo first arrived on the fleet, I downloaded the app and connected the phone to the car, excited to try out this new infotainment option. Unfortunately, my first attempts were not very successful or pleasing. The supplied cable wouldn't charge my phone, the Bluetooth telephone function didn't recognise voice

Cradle puts the phone in reach but restricts access to the radio



commands and the maps continually froze, rendering the system useless. I ended up deleting R&Go, buying a cheap Bluetooth headset on the internet and plugging my phone in using a different cable to charge and listen to music.

However, I noticed recently that the R&Go app had been updated, so I gave it another go. I'm pleased to report that it's much better second time around.

The biggest improvement has been to the sat-nav function. It no longer freezes the phone, which is a great start. It's a free service that allows the user to enter full-length UK postcodes – even some built-in systems still can't manage that – and gives clear voice commands as well as traffic information. I was impressed.

I also like how easy it is to choose music to listen to. The music is displayed by album cover, which makes swiping to find what you want to listen to a breeze.

There are, however, a

couple of things that I hope get sorted in the next update. First off, it's still not possible to use my iPhone's voice control function with the system, which means scrolling through a long list of names if I want to make a phone call. I try not to make calls when driving, but if need be it's useful not to have to take my eyes off the road for too long.

The other area that could do with some work is the need to go back to the main menu to change functions. It requires the user to take his hands off the wheel and eyes off the road for too long. For example, switching from the trip computer or rev counter back to the sat-nav screen involves pressing a number of icons.

Sort these niggles out and I wouldn't be able to find fault with system. What's even more impressive is that it's free. **matthew.burrow@haymarket.com**

## Renault Twingo 1.0 S Ce 70 Play

**Price** £9995 **Price as tested** £10,735

**Economy** 39.8mpg **Faults** None

**Expenses** None **Last seen** 17.6.15



Matt knows where he's going now the sat-nav works



# DEALS

**Bargain new  
and used motors**



## Throwing fuel on the fire

The petrol versus diesel debate doesn't only apply to new cars. **James Ruppert** fights his corner

**W**hen it comes to the used car market, I don't pay much attention to the 'official' industry line on anything. Instead, I listen to you. And the burning question in the emails I've been getting lately is: "Should I buy diesel or petrol?"

This is an ongoing issue and won't go away until there is an official answer via the fuel tax system. In the meantime, please let me make it clear that if you are buying a used car and don't do that many miles – say, around 10,000 a year – then you might as well buy petrol.

Before I replied to a reader, I looked out of the window and noted that the four cars on my drive were all petrol, while the quite old one in the garage was also petrol-powered. I really don't need

diesel in my life and, depending on the circumstances, neither do you.

Now, I know that 85mpg is all very impressive, but you will have to spend a substantial amount of money to enjoy that level of fuel economy. Used cars don't have to be dirt cheap, but the most singular appeal is that they dial out the most expensive motoring cost of all: depreciation. The second biggest cost is fuel, unless you have a major engine breakdown, which will take you back to square one. So although you can get lucky with a high-mileage diesel, I get rather frightened by the associated particulate filters, turbos and dual-mass flywheel clutches, never mind all those injectors that have to be replaced.

Our reader wasn't looking for



Toyota Avensis is dull but dependable

anything complicated, either; he just wanted a sensible family car to do a solid few thousand miles each year without breaking down. His budget meant he was in the market for relatively recent 100,000-mile motors. So petrol it was.

The shortlist included a Vauxhall Insignia or a Honda Accord, and I unadventurously suggested a Ford Mondeo or Toyota Avensis. So with £5000 to spend – my projected average

**I know 85mpg is impressive, but you have to spend a substantial amount of money to enjoy that level of economy**





**P66 James Rupert**  
Used car expert



**P68 Mark Pearson**  
Deals expert



**P70 Nic Cackett**  
Data expert

A Honda Accord 2.0i EX for £5000 is a great used buy

## BANGERNOMICS BEST BUYS



### READER'S CAR: FORD FOCUS ESTATE

Piers Couzens has recently sold this Ford Focus Estate, which had served him well.

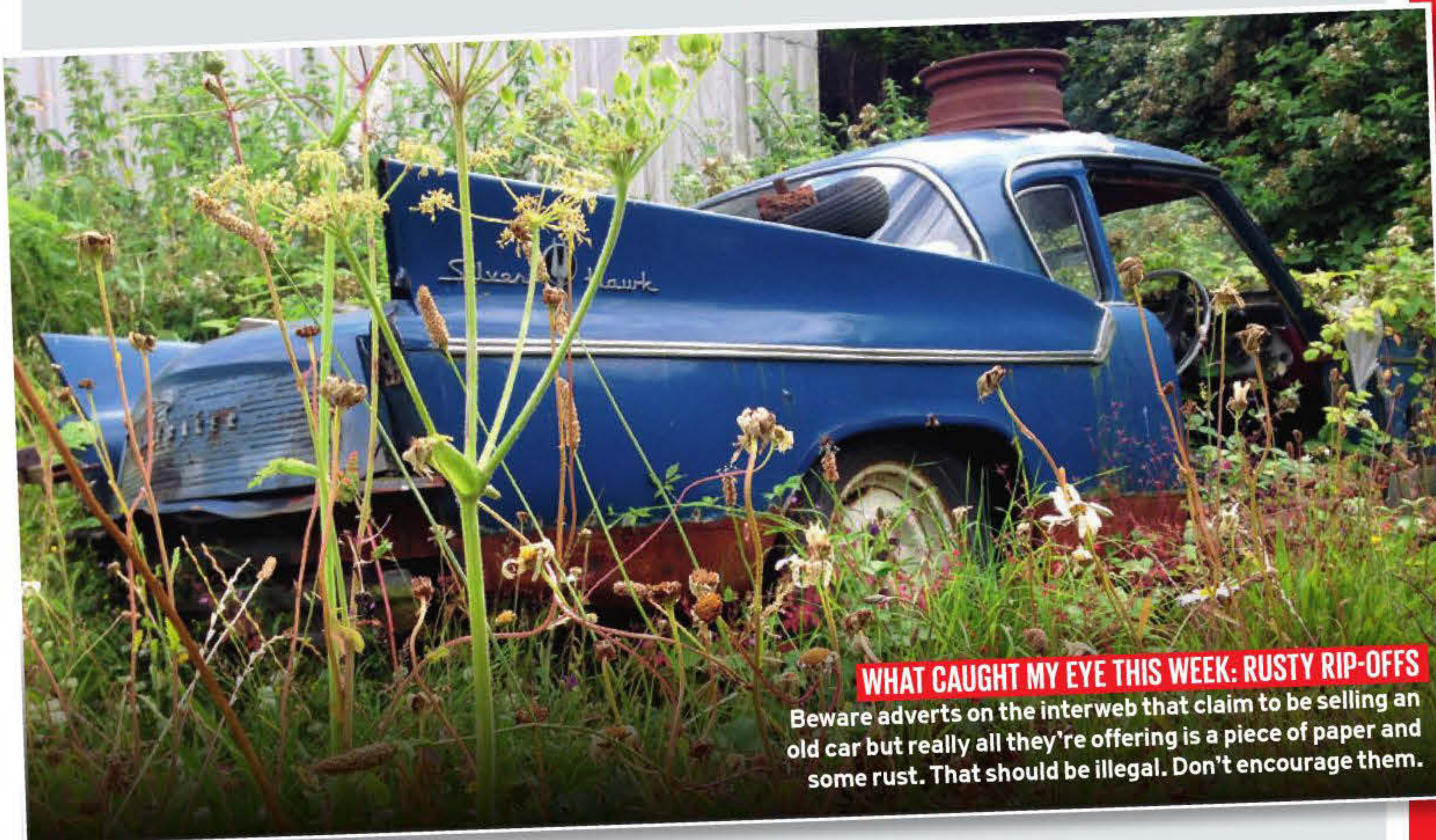
"I bought my 2004 Focus TDCi Ghia Estate for an admittedly bargain £600," he says. "Having added 20,000 miles to it over 18 months, it has eaten a handbrake cable and two tyres and had one service. I just sold it for £800, so I can't really say it owed me a penny."

"I'm hoping the one-owner, full-history BMW E36 320i I've replaced it with proves to be as good a buy."

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### WHAT CAUGHT MY EYE THIS WEEK: RUSTY RIP-OFFS

Beware adverts on the interweb that claim to be selling an old car but really all they're offering is a piece of paper and some rust. That should be illegal. Don't encourage them.

### USED CAR DILEMMA: DAIHATSU YRV

Daihatsu was a reassuringly bonkers company that took Toyota hardware and made it more interesting. Take the YRV, for example. A turbo, go-faster graphics and twin exhausts made this mini-MPV tacky and rather wonderful.

Old-school  
Yaris

With  
personality



for a decent used buy – the options are a 40,000-mile 2009 Insignia 1.8 16V SE, a 2008 Accord 2.0i EX with 69,000 miles, a 60,000-mile 2008 Mondeo 2.0 Zetec or a 2009 Avensis 1.8 V-Matic TR with 74,000 miles.

The Avensis was interesting because it was the latest shape. And you can never rule out the Mondeo, which is consistently a lot of car for the money. However, the Insignia seemed to me like the pick of the bunch on sheer value. Our reader, though, is poised to dive into an Accord – the most sensible thing to do. It's not only classy but also shouldn't give the owner any sleepless nights. In fact, none of those models should, and 99% of the reason for that is because they are run-in petrols. So buy them.



# Great British eccentrics

The United Kingdom has spawned countless quirky, oddball and off-the-wall cars, many of which make for surprisingly decent used buys. **Mark Pearson** chooses his favourites



## 1 Light Car Company Rocket (1991-1998)

Forget the McLaren F1 – the Rocket was Gordon Murray's finest hour. Masterminded and built by former racer Chris Craft and designed by Murray, the LCC Rocket was a blisteringly quick open funster that looked and went like a 1960s F1 car.

With a mid-mounted 143bhp 1.0-litre Yamaha motorcycle engine and a five-speed sequential

gearbox, it hit 60mph in less than four seconds. It weighed just 370kg, so it went like stink and held the road like glue. Despite appearances, it's a two-seater, with the passenger seated behind the driver.

Fewer than 50 were made, so, if you can find one, prices will be high. But you'll have a great investment and a staggeringly good car.

2



## Reliant Scimitar SS1 (1984-1990)

Fancy a diminutive drop-top that's guaranteed to stand out from the crowd? A Scimitar SS1 could be for you.

Saddled at launch with some rather weedy Ford engines, it soon acquired a more powerful 135bhp 1.8-litre turbo unit from Nissan. Top speed was 126mph and, according to our sister mag What Car?, 0-60mph took just 6.6sec. It had

a glassfibre body with easily removable panels, and, thanks to independent suspension all round and a 50/50 weight distribution, it handled pretty well.

In the end it proved a little too fragile, though, and its Michelotti styling a little too divisive, so only 1500 were made. You can buy a wreck for a few hundred pounds and good ones from around £2k.

## AC Ace (1993-2000)

This handsome and well-proportioned roadster was conceived during one of the many rebirths in AC's chequered history.

After a long gestation, the first versions emerged using a 260bhp 4.9-litre V8 from the Ford Mustang. Top speed was 140mph and it could see off 0-60mph in 5.9sec. The Ace was low and wide, too, with a stiff chassis and

double wishbones all round. As a result, cornering was unexpectedly good, with superb brakes and an excellent ride.

However, despite updates and some new engine options, strong opposition trumped the Ace and only 58 were made before they called it a day. Take a gamble on one now for around £30k, if you can find one. Prices should only go one way.

3







FOR MORE  
USED CAR  
ADVICE VISIT  
[autocar.co.uk](http://autocar.co.uk)



4



### Midas (1978-present)

The Midas evolved from the 1960s Mini Marcos, an adaptable and fun kit car based on the original Mini.

With a slippery body made of glass-reinforced plastic, the Midas was lighter and stronger than the donor Mini on which it was based (usually a 1275 GT) and arguably better looking. Dynamics were good, too, and that A-Series engine

could be tuned to your heart's content.

In time it got aerodynamic tweaks from one Gordon Murray, uprated Metro underpinnings and even a decent convertible version. Indeed, the Midas seemed on the verge of greatness when a factory fire ruined all its future plans.

However, it's still possible to buy one new in kit form, and old ones start at £2k.

### Bristol Brigand (1982-1993)

If an Aston is too common and a Bentley too predictable, consider a Bristol.

The lovingly hand-made Brigand packed a turbocharged 5.9-litre V8 under its bonnet. Gentlemen, it turns out, do not discuss power outputs, but there was enough oomph to whisk this opulent four-seater from 0-60mph in less than six seconds. It was also

surprisingly nimble, while both steering and ride were top notch.

Owning a Bristol brings instant dinner party superiority; the firm never made more than three a week and seldom advertised, so no one really knows what they are. If you see one for less than £30k, buy first and ask questions later. Oh, and they last for ever.

5





NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

- Autocar's star ratings explained**
- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
  - ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
  - ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
  - ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
  - ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
  - ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
  - ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
  - ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
  - ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
  - ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
  - ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 81

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>500 3dr hatch</b> Good value hot hatch. In Esseesse trim it's great fun to drive	★ ★ ★ ★ ☆			
1.4 T-Jet	£14205	133	155	26
<b>500 CONVERTIBLE 2dr open</b> Open-top hot hatch; has a softer ride than the tin-top car	★ ★ ★ ★ ☆			
1.4 16v Turbo T-Jet	£16005	133	155	27
<b>PUNTO EVO 3dr hatch</b> Scorpion-badged Punto is fun, but not the most focused hot hatch	★ ★ ★ ★ ☆			
1.4 Turbo M'Air	£16857	161	142	30
<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b> Classy, well equipped and cheap. No dynamic benchmark	★ ★ ★ ★ ☆			
0.9 TB TwinAir 105 Distinctive	£16160	103	98	13
0.9 TB TwinAir 105 QV Line	£16910	103	98	13
1.4 140 M'air TCT Distinctive	£17710	138	124	19
1.4 140 M'air TCT QV Line	£18460	138	124	20
1.4 170 M'air O'Verde	£20300	168	139	26
1.3 JTDm-2 85 Distinctive	£16745	94	90	11
1.6 JTDm-2 120 D'tive S-S	£17910	118	114	19
1.6 JTDm-2 120 QV Line	£18660	118	114	20
<b>GIULIETTA 5dr hatch</b> Stylish, rewarding family hatch. A new era for Alfa	★ ★ ★ ★ ☆			
2.0 JTDm 175 Excl. TCT	£25840	148	110	20
2.0 JTDm 175 QV Line TCT	£27590	148	110	20
1.4 TB 120 Progression	£18450	118	149	16
1.4 TB 120 Distinctive	£19700	118	149	16
1.4 TB Mult'ir 170 Distinctive	£21200	168	134	23
1.4 TB Mult'air 170 Excl.	£22950	168	134	23
1.4 TB Mult'ir 170 Ex'ive TCT	£24245	168	121	23
1.4 TB Mult'air 170 QV Line	£24700	168	134	23
1.4 TB Mult'r 170 QV Line TCT	£25995	168	121	23
1.6 JDTM 105 Progression	£19500	103	114	16
1.6 JDTM 105 Distinctive	£20750	103	114	16
1.6 JDTM 105 Excl.	£22500	103	114	16
2.0 JTDm 150 Distinctive	£21930	148	110	20
2.0 JTDm 150 Excl.	£23680	148	110	20
2.0 JTDm 150 QV Line	£25430	148	110	20
<b>4C 2dr coupé</b> A singular statement. Flawed, perhaps, but the best current Alfa by miles	★ ★ ★ ★ ☆			
1.75T	£51500	237	159	50
<b>ALPINA</b>				
<b>B3 2dr coupé</b> Rapid, usable and cheaper alternative to an M3	★ ★ ★ ★ ☆			
3.0 S Biturbo	£51350	394	224	-
<b>B3 4dr saloon</b> Rapid, usable and cheaper alternative to an M3	★ ★ ★ ★ ☆			
3.0 S Biturbo	£50350	394	224	-
<b>B3 CONVERTIBLE 2dr open</b> Rapid, usable, cheaper alternative to an M3.	★ ★ ★ ★ ☆			
3.0 S Biturbo	£56450	394	225	-
<b>B5 4dr saloon</b> Huge pace, but let down by uninvolved dynamics	★ ★ ★ ★ ☆			
B5 Biturbo	£17950	507	252	-
B5 Biturbo	£17950	500	252	-
<b>B5 TOURING 5dr estate</b> Huge pace, but let down by uninvolved dynamics	★ ★ ★ ★ ☆			
B5 Biturbo	£17950	500	255	-
<b>B7 4dr saloon</b> Makes sense on an autobahn but not for the UK	★ ★ ★ ★ ☆			
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
<b>D3 4dr saloon</b> Precise dynamics with added Alpina kudos and a great engine	★ ★ ★ ★ ☆			
3.0D Biturbo	£46950	345	139	50
<b>D5 4dr saloon</b> Rapid, usable and cheaper alternative to an M5	★ ★ ★ ★ ☆			
3.0 Bi-Turbo	£55950	340	155	-
<b>XD3 5dr 4x4</b> Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★ ★ ★ ★ ☆			
3.0 XD3	£54950	345	-	49
<b>ARIEL</b>				
<b>ATOM 0dr open</b> Superbike fast track mentalism. As exhilarating as cars get	★ ★ ★ ★ ☆			
245	£29321	245	-	-
300	£34319	300	-	-
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b> Four-door Aston is more practical, but just as charming	★ ★ ★ ★ ☆			
5.9 V12 S	£149995	550	355	-
<b>VANTAGE 2dr coupé</b> Stunning Brit sports car. V12 is a new benchmark for Aston	★ ★ ★ ★ ☆			
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	430	299	-
5.9 V12 S	£138000	565	388	50
<b>VANTAGE ROADSTER 2dr open</b> Drop-top suits the Vantage's relaxed nature				
4.7 V8	£98995	420	299	-
4.7 V8 S	£110700	430	299	-
5.9 V12 S	£150000	510	388	-
<b>DB9 VOLANTE 2dr open</b> Facelift a big improvement dynamically	★ ★ ★ ★ ☆			
5.9 V12	£141995	470	333	-
<b>DB9 2dr coupé</b> Enchanting looks, but ride is choppy. Manual the best	★ ★ ★ ★ ☆			
5.9 V12	£131995	470	333	-
<b>VANQUISH 2dr coupé</b> A British supercar for British roads. Looks the business, too	★ ★ ★ ★ ☆			
5.9 V12	£189995	565	335	-
<b>AUDI</b>				
<b>A1 3dr hatch</b> Audi's answer to the Mini. Fun and refined	★ ★ ★ ★ ☆			
1.4 TFSI 125 Sport	£16730	123	115	21
1.4 TFSI 125 S line	£18725	123	117	21
1.4 TFSI 150 S line	£19520	148	112	25
2.0 TFSI 231 S1	£25420	228	162	33
1.6 TDI 116 SE	£15430	114	92	19
1.6 TDI 116 Sport	£17405	114	92	19
1.6 TDI 116 S line	£19400	114	93	19
<b>A1 5dr sportback</b> Rear doors add convenience to an attractive package	★ ★ ★ ★ ☆			
1.4 TFSI 125 Sport	£17350	123	118	21
1.4 TFSI 125 S line	£19345	123	119	21
1.4 TFSI 150 S line	£20140	148	112	25
2.0 TFSI 231 S1	£26155	228	166	33
1.6 TDI 116 SE	£16050	114	92	19
1.6 TDI 116 Sport	£18025	114	92	19
1.6 TDI 116 S line	£20020	114	93	19
<b>A3 3dr hatch</b> Classy interior, stable handling and good engines. Second only to the Golf	★ ★ ★ ★ ☆			
1.2 TFSI 110 SE	£18615	108	117	17
1.6 TDI 110 ultra SE Technik	£21615	108	89	17
2.0 TDI 184 quattro S line	£29945	148	129	26
2.0 TDI 184 quattro Sport	£27795	148	127	26
2.0 TDI 184 S line	£27035	148	114	28
2.0 TDI 184 Sport	£24885	148	112	27
2.0 TFSI 300 quattro S3	£30980	296	162	36
1.2 TFSI 110 Sport	£20015	108	117	17
1.2 TFSI 110 S line	£22125	108	114	18
1.4 TFSI 125 SE	£19915	123	122	18
1.4 TFSI 125 Sport	£21315	123	122	19
1.4 TFSI 125 S line	£23465	123	124	20
1.4 TFSI 150 SE ACT	£20765	148	109	23
1.4 TFSI 150 Sport ACT	£22165	148	109	23
1.4 TFSI 150 S line ACT	£24315	148	111	24
1.8 TFSI 180 Sport	£23905	178	135	26
1.8 TFSI 180 quattro Sport	£26830	178	149	27
1.8 TFSI 180 S line	£26055	178	135	27
1.8 TFSI 180 quattro S line	£29055	178	153	28
1.6 TDI 110 ultra SE	£20865	108	89	17
1.6 TDI 110 Sport	£22265	108	105	17
1.6 TDI 110 S line	£24415	108	107	18
2.0 TDI 150 SE	£22215	148	108	21
2.0 TDI 150 SE Technik	£22965	148	108	23
2.0 TDI 150 Sport	£23615	148	108	21
2.0 TDI 150 S line	£25765	148	109	21
<b>A3 4dr saloon</b> All the A3's standard attributes in a saloon body. S3 great looking	★ ★ ★ ★ ☆			
1.4 TFSI 150 ACT Sport	£23335	148	110	23
1.6 TDI 110 S line	£25585	108	106	18
1.8 TFSI 180 quattro S line	£30225	178	153	28
1.8 TFSI 180 quattro Sport	£28000	178	149	25
1.8 TFSI 180 Sport	£25075	178	135	23
2.0 300 quattro S3	£33580	296	164	36
2.0 TDI 150 Sport	£24785	148	107	23
1.4 TFSI 150 ACT S line	£25485	148	112	24
1.8 TFSI 180 S line	£27225	178	135	24
1.6 TDI 110 Sport	£23435	108	104	17
2.0 TDI 150 S line	£26935	148	108	24
2.0 TDI 184 Sport	£26055	181	112	27
2.0 TDI 184 S line	£28205	181	114	28
2.0 TDI 184 quattro Sport	£28965	181	127	26
2.0 TDI 184 quattro S line	£31115	181	129	26
<b>A3 5dr sportback</b> Classy interior, stable handling and good engines. Second only to the Golf	★ ★ ★ ★ ☆			
1.4 TFSI 125 S line	£24085	123	124	20
1.4 TFSI 125 Sport	£21935	123	122	19
1.8 TFSI 180 quattro S line	£29675	178	153	28
1.8 TFSI 180 S line	£26675	178	135	27
1.8 TFSI 180 Sport	£24525	178	135	26
2.0 TDI 150 S line	£26385	148	109	21
2.0 TDI 150 SE	£22835	148	108	21
2.0 TDI 150 Sport	£24235	148	108	21
2.0 TDI 184 quattro S line	£30565	175	129	26
2.0 TFSI 300 quattro S3	£31600	296	162	36
1.2 TFSI 110 SE	£19235	108	117	17
1.2 TFSI 110 Sport	£20635	108	117	17
1.2 TFSI 110 S line	£22745	108	114	18
1.4 TFSI 125 SE	£20535	123	122	18
1.4 TFSI 150 SE ACT	£21385	148	112	23
1.4 TFSI 150 Sport ACT	£22785	148	112	23
1.4 TFSI 150 S line ACT	£24935	148	114	24
1.4 TFSI 150 e-tron	£35340	201	37	29
1.8 TFSI 180 quattro Sport	£27450	178	149	27
1.6 TDI 110 ultra SE	£21485	108	89	17
1.6 TDI 110 ultra SE Technik	£22235	108	89	17
1.6 TDI 110 Sport	£22885	108	105	17
1.6 TDI 110 S line	£25035	108	107	18
2.0 TDI 150 SE Technik	£23585	148	108	23
2.0 TDI 184 Sport	£25505	175	112	27
2.0 TDI 184 quattro Sport	£28415	175	127	26
2.0 TDI 184 S line	£27655	175	114	28
<b>A3 CABRIOLET 2dr open</b> A measured success, but the usual sacrifices make it fun free	★ ★ ★ ★ ☆			
1.4 TFSI 150 S line	£29675	148	118	26
1.4 TFSI 150 SE	£26125	148	116	24
1.4 TFSI 150 Sport	£27525	148	116	25
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31125	148	115	27
2.0 TDI 150 SE	£27575	148	113	24
2.0 TDI 150 Sport	£28975	148	113	25
1.8 TFSI 180 Sport	£29265	178	140	29
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	140	31
1.8 TFSI 180 quattro S line	£34415	178	157	32
2.0 TFSI 300 quattro S3	£39245	296	165	42
1.6 TDI 110 SE	£26225	108	110	17
1.6 TDI 110 Sport	£27625	108	110	18
2.0 TDI 110 S line	£29775	108	112	20
2.0 TDI 184 Sport	£30245	181	117	30
2.0 TDI 184 S line	£32395	181	119	31
2.0 TDI 184 quattro S line	£35435	181	134	31
2.0 TDI 184 quattro Sport	£33285	181	132	30
<b>A4 4dr saloon</b> Highly competent and quality laden; leaves the dynamic finesse to its rivals	★ ★ ★ ★ ☆			
2.0 TDI 150 Black Edition	£31005	148	119	24
2.0 TDI 150 S line	£30230	148	119	23
2.0 TDI 150 SE	£28855	148	127	23
2.0 TDI 150 SE Technik	£30275	148	127	23
2.0 TDI 177 SE Technik	£29620	175	120	27
2.0 TFSI 225 quattro Black Edi	£35275	222	155	33
2.0 TFSI 225 quattro S line	£34500	222	155	33
2.0 TFSI 225 quattro SE	£31645	222	155	32
2.0 TFSI 225 quattro SE Techni	£32945	222	155	33
2.0 TFSI 120 SE	£24385	118	151	19
1.8 TFSI 120 SE Technik	£25685	118	151	19
1.8 TFSI 120 S line	£27240	118	151	20
1.8 TFSI 120 Black Edition	£28015	118	151	20
1.8 TFSI 170 SE	£26000	168	134	25
1.8 TFSI 170 SE Technik	£27420	168	134	24
1.8 TFSI 170 S line	£28855	168	134	26
1.8 TFSI 170 Black Edition	£29630	168	134	26
3.0 V6 333 S4	£39610	328	178	36
3.0 V6 333 S4 Black Edition	£40685	328	178	36
2.0 TDIe 136 SE Technik	£28600	134	112	23
2.0 TDIe 136 SE	£27600	134	112	23
2.0 TDI 163 Ultra SE	£28320	161	109	27
2.0 TDI 163 Ultra SE Technik	£29740	161	109	27
2.0 TDI 177 S line	£31175	175	120	27
2.0 TDI 177 Black Edition	£31950	175	120	28
2.0 TDI 177 SE	£29880	175	134	27
2.0 TDI quattro 177 SE Technik	£31180	175	134	27
2.0 TDI quattro 177 S line	£32735	175	134	27
2.0 TDI quattro 177 Black Edit	£33510	175	134	28



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
3.0 TDI 245 quattro S line Spe	£46110	242	173	40
1.8 TFSI 170 SE	£32320	168	143	28
3.0 TFSI 333 S5	£47035	328	189	42
4.2 V8 RS5	£69555	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£45220	242	167	39
<b>A6 4dr saloon</b> The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★				
3.0 BiTDI 320 quattro Black Ed	£51165	316	164	44
3.0 BiTDI 320 quattro S line	£48990	316	159	43
3.0 TDI 218 Black Edition	£43135	215	127	35
3.0 TDI 218 quattro Black Edn	£44895	215	138	40
3.0 TDI 218 quattro S line	£42720	215	133	39
3.0 TDI 218 quattro SE	£40195	215	133	39
3.0 TDI 272 quattro Black Edn	£46455	268	138	42
4.0 TFSI 450 S6	£56545	429	214	42
2.0 TDI 190 Ultra SE	£32295	187	113	32
2.0 TDI 190 Ultra S line	£34820	187	114	33
2.0 TDI 190 Ultra Black Edtn	£36995	187	119	33
3.0 TDI 218 SE	£38435	215	122	34
3.0 TDI 218 S line	£40960	215	122	35
3.0 TDI 272 quattro SE	£41755	268	133	41
3.0 TDI 272 quattro S line	£44280	268	133	42
3.0 BiTDI 320 quattro SE	£46465	316	159	43
<b>A6 AVANT 5dr estate</b> A capable stress buster; BiTDI a giant killer. ★★★★★				
3.0 BiTDI 320 quattro Black Ed	£53330	316	169	44
3.0 BiTDI 320 quattro S line	£51040	316	164	43
3.0 TDI 218 Black Edition	£45185	215	130	35
3.0 TDI 218 quattro Black Edn	£46960	215	144	40
3.0 TDI 218 quattro S line	£44770	215	138	39
3.0 TDI 218 quattro SE	£42245	215	138	39
3.0 TDI 272 quattro Black Edn	£48520	268	144	42
4.0 TFSI 560 RS6	£78790	552	223	50
4.0 TFSI 450 S6	£58545	429	219	47
2.0 TDI 190 Ultra SE	£34345	187	118	32
2.0 TDI 190 Ultra S line	£36870	187	119	33
2.0 TDI 190 Ultra Black Edtn	£39045	187	124	33
<b>3.0 TDI 218 SE</b>	<b>£40485</b>	<b>215</b>	<b>125</b>	<b>34</b>
3.0 TDI 218 S line	£43010	215	125	35
3.0 TDI 272 quattro SE	£43805	268	138	41
3.0 TDI 272 quattro S line	£46330	268	138	42
3.0 BiTDI 320 quattro SE	£48515	316	164	43
<b>A6 ALLROAD 5dr estate</b> Rugged 4x4 A6. Even more pricey. ★★★★★				
3.0 TDI 218 quattro	£45755	215	149	39
3.0 TDI 218 quattro Sport	£49455	215	149	39
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 quattro Sport	£51015	268	149	42
3.0 BiTDI 320 quattro	£52125	316	172	44
3.0 BiTDI 320 quattro Sport	£55825	316	172	43
<b>A7 SPORTBACK 5dr hatch</b> A good mix of luxury, practicality and driver reward. ★★★★★				
3.0 TFSI 333 quattro S line	£53045	328	182	44
3.0 TFSI 333 quattro Black Edi	£55395	328	182	44
3.0 TDI 218 Ultra SE Exec	£45915	215	124	37
3.0 TDI 218 Ultra S line	£48705	215	128	38
3.0 TDI 218 quattro SE Executi	£47670	215	138	41
3.0 TDI 218 quattro S line	£50480	215	142	41
3.0 TDI 218 quattro Black Edit	£52830	215	142	42
3.0 TDI 272 quattro SE Executi	£50255	268	138	43
3.0 TDI 272 quattro S line	£53060	268	142	43
3.0 TDI 272 quattro Black Edit	£55410	268	142	44
3.0 BiTDI 320 quattro S line	£56730	316	167	45
3.0 BiTDI 320 quattro Black Ed	£59080	316	167	45
<b>A8 4dr saloon</b> Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68285	208	148	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80735	513	216	49
6.3 W12 500 quattro L	£97920	493	254	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72835	380	189	50
4.2 TDI 385 quattro SE Ex L	£76800	346	190	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
<b>Q3 5dr 4x4</b> Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 SE	£25380	138	128	19
1.4 TFSI 150 S line	£28060	138	131	20
2.0 TFSI 180 quattro SE	£29640	176	152	27
2.0 TFSI 180 quattro S line	£32190	176	155	27
2.0 TFSI 180 quattro S li Plus	£34540	176	161	28
2.5 TFSI 340 quattro RS	£45540	335	203	37
2.0 TDI 150 SE	£26920	148	119	20
2.0 TDI 150 quattro SE	£28480	148	131	20
2.0 TDI 150 S line	£29470	148	122	21
2.0 TDI 150 quattro S line	£31030	148	134	21
2.0 TDI 150 quattro S li Plus	£33380	148	140	21
2.0 TDI 184 quattro SE	£29280	181	139	24
2.0 TDI 184 quattro S line	£31845	181	143	24
2.0 TDI 184 quattro S li Plus	£34195	181	148	25
<b>Q5 5dr 4x4</b> Exceptionally good handling for an SUV, but very compromised ride. ★★★★★				
2.0 TFSI 180 quattro S line PI	£36270	178	174	29
2.0 TFSI 180 quattro SE	£31370	178	174	28
2.0 TFSI 180 quattro S line	£33770	178	174	29
2.0 TFSI 225 quattro SE	£32845	222	173	29
2.0 TFSI 225 quattro S line	£35300	222	179	29
2.0 TFSI 225 q'tro S line Plus	£37800	222	181	30
2.0 TDI 150 quattro SE	£31720	148	147	21
2.0 TDI 150 quattro S line	£34120	148	150	21
2.0 TDI 150 quattro S line Plu	£36655	148	152	22
2.0 TDI 177 quattro SE	£32610	175	154	24
2.0 TDI 177 quattro S line	£35010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37510	175	154	25
3.0 TDI 245 quattro SE	£38370	241	169	33
3.0 TDI 245 quattro S line	£40770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43270	241	169	34
3.0 BiTDI 313 S05	£44785	309	174	41
<b>Q7 5dr 4x4</b> Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better. ★★★★★				
3.0 TDI 204 S line Plus	£51155	201	189	37
3.0 TDI 245 S line Plus	£52585	237	195	41
3.0 TDI 245 S line Sport Editi	£55585	237	195	41
3.0 TDI 245 S line Style Editi	£54085	237	195	41
4.2 TDI 340 S line Plus	£62220	335	242	46
4.2 TDI 340 S line Sport Editi	£65220	335	242	47
4.2 TDI 340 S line Style Editi	£63720	335	242	47
3.0 TDI 204 SE	£43895	201	189	35
3.0 TDI 204 S line	£46655	237	189	36
3.0 TDI 245 S line	£48085	237	195	40
4.2 TDI 340 S line	£57120	335	242	45
<b>TT 2dr coupé</b> TT finds its mojo at last. Drive experience now an equal to the obvious prestige. ★★★★★				
2.0 TFSI Sport	£29915	228	141	35
2.0 TFSI Sport quattro	£32860	228	153	37
2.0 TFSI S line	£32465	228	141	35
2.0 TFSI S line quattro	£35410	228	153	38
2.0 TFSI 310 quattro TTS	£38945	306	168	45
2.0 TDI Ultra Sport	£29810	181	116	34
2.0 TDI Ultra S line	£32360	181	116	35
<b>TT ROADSTER 2dr open</b> Takes the edge off the TT's line looks - but still hugely competent. ★★★★★				
2.0 TDI ultra 184 S line	£34545	181	114	36
2.0 TDI ultra 184 Sport	£31995	181	114	35
2.0 TFSI 230 quattro S line	£37595	228	158	39
2.0 TFSI 230 quattro Sport	£35045	228	158	38
2.0 TFSI 230 S line	£34650	228	144	38
2.0 TFSI 230 Sport	£32100	228	144	37
2.0 TFSI 310 TTS	£41130	306	173	43
<b>R8 2dr coupé</b> Usable, but no less involving and dramatic for it. V10 is brutal. ★★★★★				
<b>4.2 FSI 430 V8</b>	<b>£93785</b>	<b>424</b>	<b>332</b>	<b>50</b>
<b>5.2 FSI 525 V10</b>	<b>£114885</b>	<b>518</b>	<b>346</b>	<b>50</b>
<b>5.2 FSI 550 V10 Plus</b>	<b>£126885</b>	<b>543</b>	<b>346</b>	<b>50</b>
<b>R8 SPYDER 2dr open</b> Great noise, and loses little of the coupe's poise. ★★★★★				
<b>4.2 FSI 430 V8</b>	<b>£102435</b>	<b>424</b>	<b>337</b>	<b>50</b>
<b>5.2 FSI 525 V10</b>	<b>£123535</b>	<b>518</b>	<b>349</b>	<b>50</b>
<b>BAC MONO 2dr open</b> An F-22 Raptor for the road. Only better built. ★★★★★				
Mono 2.3	£111168	280	-	-
<b>BENTLEY CONTINENTAL GT 2dr coupé</b> A brilliant Audi V8-inspired reboot. ★★★★★				
6.0 W12 GT Speed	£151100	616	338	50
4.0 V8	£123850	500	246	50
4.0 V8 S	£139000	521	246	50
6.0 W12	£136710	567	385	50
<b>CONTINENTAL GT 2dr open</b> A brilliant Audi V8-inspired reboot. ★★★★★				
<b>4.0 V8</b>	<b>£136250</b>	<b>500</b>	<b>254</b>	<b>50</b>
4.0 V8 S	£152900	521	254	50
6.0 W12 Speed	£167900	616	347	50
<b>MULSANNÉ 4dr saloon</b> Effortless and graceful. Great driving position. ★★★★★				
<b>6.75 V8</b>	<b>£224700</b>	<b>506</b>	<b>393</b>	<b>-</b>
<b>FLYING SPUR 4dr saloon</b> A genuine luxury saloon. Superb inside. As it should be. ★★★★★				
4.0 V8	£136000	500	254	50
6.0 W12	£140900	616	343	50
6.0 W12 Mulliner	£150220	616	343	50
<b>BMW 1 SERIES 3dr hatch</b> Measures up on space and comfort now. Still no 3 Series. ★★★★★				
118i SE	£20245	134	125	18
118i Sport	£21245	134	129	18
118i M Sport	£23075	168	133	19
120i Sport	£23295	134	136	21
120i M Sport	£24995	134	139	22
125i M Sport	£26375	215	157	28
M135i	£31200	315	188	37
116d SE	£21180	114	94	15
116d ED Plus	£22030	114	89	15
116d Sport	£22180	114	103	15
116d M Sport	£23880	114	106	16
118d SE	£22325	148	104	19
118d Sport	£23325	148	109	19
118d M Sport	£25025	148	114	20
120d Sport	£24775	187	114	24
120d M Sport	£26475	187	118	25
125d M Sport	£29800	221	121	30
<b>1 SERIES 5dr hatch</b> Measures up on space and comfort now. Still no 3 Series. ★★★★★				
118i SE	£20775	168	125	18
118i Sport	£21775	168	129	18
118i M Sport	£23605	168	133	19
120i Sport	£23825	134	136	21
120i M Sport	£25525	134	139	22
125i M Sport	£26905	215	157	28
M135i	£31730	315	188	37
116d SE	£21710	114	94	15
116d ED Plus	£22560	114	89	15
116d Sport	£22710	114	103	15
116d M Sport	£24410	114	106	16
118d SE	£22855	148	104	19
118d Sport	£23855	148	109</	



NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	
335d xDrive M Sport	£42855	309	151	43	425d SE	£35430	215	131	33	525d SE	£36980	215	129	39	<b>X3 5dr 4x4</b> New X3 has an appealingly organic drive and practical body <b>★★★★☆</b>	<b>CATERHAM</b>				
335i Luxury	£39765	302	192	37	425d Sport	£36930	215	136	34	525d Luxury	£39910	215	134	40	<b>SEVEN 2dr open</b> Pound for pound, still the most compelling way to spend five figures <b>★★★★☆</b>	<b>SEVEN 2dr open</b> Pound for pound, still the most compelling way to spend five figures <b>★★★★☆</b>				
335i M Sport	£39565	302	192	38	425d Luxury	£37930	215	136	34	525d M Sport	£39910	215	139	40	sDrive 18d SE <b>£31295</b> 141 131 26	0.7 160	£14995	80	114 -	
320i Sport	£28870	181	150	30	425d M Sport	£38430	215	136	34	530d SE	£41455	241	134	43	xDrive20d SE <b>£33295</b> 181 142 30	1.6 270	£19995	140	- -	
320i Luxury	£31105	181	153	31	430d Luxury	£40445	255	134	40	530d M Sport	£44270	241	144	43	xDrive20d M Sport	£36295	181	142	31	
320i M Sport	£30905	181	153	31	430d xDrive Luxury	£41960	255	142	40	535d Luxury	£48920	308	143	45	xDrive20d xLine	£34795	181	142	30	
328i Luxury	£34305	242	162	36	430d xDrive M Sport	£42460	255	142	40	535d M Sport	£48920	308	148	45	xDrive30d SE	£40095	255	156	39	
328i M Sport	£34105	242	162	36	435d xDrive Luxury	£45245	308	147	41	<b>5 SERIES TOURING 5dr estate</b> Great overall package. 520d the best <b>★★★★☆</b>	xDrive30d M Sport	£43095	255	156	40	2.0 420	£26995	210	- -	
316d ES	£27575	114	116	20	435d xDrive M Sport	£45745	308	147	41	518d M Sport	£35865	141	127	31	2.0 620R	£50000	311	- -		
316d SE	£28425	114	116	20	<b>4 SERIES 2dr open</b> A quality product to be sure, but some of the verve has gone with the roof <b>★★★★☆</b>	518d M Sport	£35865	141	127	31	530d M Sport	£45695	308	157	43	<b>CHEVROLET</b>				
316d Sport	£28725	114	116	20	420d Luxury	£39880	181	137	31	530d Luxury	£46470	241	144	43	<b>CORVETTE 2dr coupé</b> Left-hand drive heavy hitter. ZR1 earns an extrastar <b>★★★★☆</b>					
318d SE	£29675	141	124	24	420d M Sport	£40380	181	137	31	535d Luxury	£51120	308	149	45	6.2 V8	£69810	460	279	50	
318d Sport	£29975	141	124	24	420d SE	£37380	181	133	30	535i M Sport	£46945	302	179	42	6.2 V8 Convertible	£74410	460	283	50	
318d Luxury	£32175	141	127	25	420d Sport	£38880	181	137	30	520i SE	£35365	181	157	36	<b>CHRYSLER</b>					
318d M Sport	£31975	141	127	25	428i Luxury	£40220	242	163	36	520i M Sport	£38165	181	162	37	<b>GRAND VOYAGER 5dr mpv</b> Spacious and well equipped. Not good to drive <b>★★★★☆</b>					
320d SE	£30775	181	125	31	428i M Sport	£40720	242	163	37	528i SE	£38165	181	162	37	2.8 CRD SR <b>£30310</b> 161 207 32					
320d Luxury	£33275	181	128	32	430d M Sport	£45700	255	144	41	528i M Sport	£41730	242	154	41	2.8 CRD LR <b>£36310</b> 161 207 34					
320d M Sport	£33075	181	128	32	435i Luxury	£45685	302	194	39	518d SE	£33065	141	122	30	<b>CITROEN</b>					
320d xDrive Sport	£32705	181	133	30	435i M Sport	£46185	302	194	39	518d Luxury	£35865	141	127	31	<b>C-ZERO 5dr hatch</b> Well-engineered electric city car. Too expensive <b>★★★★☆</b>					
320d xDrive Luxury	£34905	181	133	31	M4	£61150	425	213	45	<b>520d SE</b> <b>£34565</b> 181 122 33	X5M	£90180	567	258	50	49kW	£26216	66	0	28
320d xDrive M Sport	£34705	181	133	31	420i SE	£34910	181	154	30	520d Luxury	£37365	181	127	34	<b>C1 3dr hatch</b> The cheapest of the Aygo triplets. Cute, but noisy and basic <b>★★★★☆</b>					
330d SE	£36105	255	135	38	420i Sport	£36410	181	158	31	520d M Sport	£37365	181	127	34	1.0 VTI 68 Touch	£8345	67	95	6	
330d Luxury	£38605	255	138	38	420i M Sport	£37110	181	158	31	525d SE	£39310	215	136	39	1.0 VTI 68 Feel	£9595	67	95	6	
330d M Sport	£38405	255	138	38	425d SE	£39240	218	138	34	525d Luxury	£42125	215	141	40	1.0 VTI 68 Flair	£10285	67	95	7	
330d xDrive Luxury	£40120	255	145	41	425d Sport	£40755	218	143	34	530d SE	£43655	241	139	43	1.0 VTI 68 Airscape Feel	£10595	67	95	7	
330d xDrive M Sport	£39920	255	145	41	425d Luxury	£41755	218	143	34	530d M Sport	£46470	241	144	43	1.0 VTI 68 Flair S-S	£10535	67	88	7	
<b>3 SERIES GT 5dr hatch</b> Hatchback practically meets 3-Series talent. Duller but decent <b>★★★★☆</b>					430d Luxury	£42255	218	143	35	535d M Sport	£51120	308	149	45	1.0 VTI 68 Airscape Flair S-S	£11535	67	88	7	
318d M Sport	£33525	141	122	25	430d M Sport	£45200	255	144	40	<b>5 SERIES GT 5dr hatch</b> Fine cabin, but only seats four. Poor ride and steering <b>★★★★☆</b>	M50d	£64525	381	173	49	1.2 PureTech 82 Flair	£10635	81	99	11
318d SE	£31275	141	122	24	435d xDrive Luxury	£49100	308	155	42	535d SE	£46965	241	157	43	<b>C1 5dr hatch</b> The cheapest of the Aygo triplets. Cute, but noisy and basic <b>★★★★☆</b>					
320i M Sport	£32155	181	155	31	435d xDrive M Sport	£49600	308	155	42	535i M Sport	£50265	302	192	44	1.0 VTI 68 Touch	£8345	67	95	6	
320i SE	£29905	181	155	31	<b>4 SERIES GRAN COUPE 4dr saloon</b> A prettier 3 Series. Very good, but not better. <b>★★★★☆</b>	420i SE	£34910	181	154	30	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6
320i xDrive Sport	£32405	181	165	31	420i SE	£35495	181	119	30	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320i xDrive Luxury	£33405	181	165	31	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320i xDrive M Sport	£33655	181	165	31	420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320i xDrive SE	£31405	181	165	31	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320i xDrive Sport	£32405	181	165	31	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
328i SE	£33105	242	157	35	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
330d xDrive M Sport	£41470	258	144	41	420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320i Sport	£30905	181	155	31	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320i Luxury	£31905	181	155	31	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
328i Sport	£34105	242	157	36	420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
328i Luxury	£35105	242	157	36	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
328i M Sport	£35355	242	157	36	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
335i Luxury	£40565	302	189	38	420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
335i M Sport	£40815	302	189	38	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
318d Sport	£32275	141	122	24	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
318d Luxury	£33275	141	122	24	420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320d SE	£32375	181	130	30	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320d Sport	£33375	181	130	30	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320d Luxury	£34375	181	130	30	420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
320d M Sport	£34625	181	130	30	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
325d SE	£34305	215	136	34	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
325d Luxury	£36305	215	136	34	420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
325d M Sport	£36555	215	136	34	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
330d SE	£37705	258	137	40	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
330d Luxury	£39705	258	137	40	420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
330d M Sport	£39955	258	137	41	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
330d xDrive SE	£39220	258	144	40	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
330d xDrive Luxury	£41220	258	144	40	420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
335d xDrive Luxury	£44120	313	149	42	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
335d xDrive M Sport	£44370	313	149	42	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
<b>13 5dr hatch</b> Superb really, but pricey and not free from the usual electric car practicality issues <b>★★★★☆</b>					420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
i3 EV	£30980	168	0	21	420i SE	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
i3 EV Range Extender	£34130	168	13	21	420i Sport	£33995	181	121	29	550i M Sport	£50945	302	192	44	1.0 VTI 68 Flair	£9595	67	95	6	
<b>4 SERIES 2dr coupé</b> More talented GT than brilliant 8-road steer. Very comely though <b>★★★★☆</b>					420i M Sport	£33995	181	121	29	550i M Sport	£50945	302	192</							



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 e-HDi 90 ETG6 VTR	£20850	91	98	15
1.6 e-HDi 90 ETG6 VTR+	£22110	91	98	15
1.6 e-HDi 115 VTR+	£22210	113	105	19
1.6 e-HDi 115 Excl.	£23510	113	105	18
1.6 e-HDi 115 Excl.+	£25910	113	105	19
2.0 Blue HDi 150 Excl.	£24710	148	102	24
2.0 Blue HDi 150 Excl.+	£27110	148	105	25

DACIA

<b>SANDERO 5dr hatch</b> A clever budget prospect. But its limitations are unavoidable ★★★★★	
0.9 Tce Ambiance	£7595 89 116 6
0.9 Tce Laureate	£8795 89 116 7
0.9 Tce Stepway Ambiance	£8395 89 124 7
0.9 Tce Stepway Laureate	£9995 89 124 8
1.2 Access	£5995 74 135 2
1.2 Ambiance	£6795 74 135 2
1.2 Laureate	£7995 74 135 2
1.5 dCi Ambiance	£8595 89 99 8
1.5 dCi Laureate	£9795 89 99 10
1.5 dCi Stepway Ambiance	£9395 89 105 10
1.5 dCi Stepway Laureate	£10995 89 105 11
<b>LOGAN MCV 5dr estate</b> Lacks its stablemates' charm. Certainly retains the cheap ★★★★★	
0.9 Ambiance	£8595 89 116 9
0.9 Laureate	£9795 89 116 11
1.2 Access	£6995 74 135 4
1.2 Ambiance	£7795 74 135 4
1.2 Laureate	£8995 74 135 5
1.5 dCi Ambiance	£9595 84 99 11
1.5 dCi Laureate	£10795 84 99 12

<b>DUSTER 5dr 4x4</b> Cheap, but cheerfully robust. Surprisingly convincing presence ★★★★★	
1.6 16v 105 Access 2WD	£9495 103 165 6
1.6 16v 105 Access 4WD	£11495 103 185 5
1.5 dCi 110 Ambiance 2WD	£11995 106 130 10
1.5 dCi 110 Ambiance 4WD	£13995 107 135 10
1.5 dCi 110 Laureate 2WD	£13495 106 130 11
1.5 dCi 110 Laureate 4WD	£15495 107 135 10

FERRARI

<b>F12 2dr coupé</b> Proper V12 Ferrari with serious exclusivity and appeal ★★★★★	
6.3 V12	£239352 730 350 50
<b>FF 2dr coupé</b> Four-door Ferrari estate has appeal but lacks classic DNA ★★★★★	
6.3 V12	£227077 651 360 50
<b>CALIFORNIA 2dr open</b> Sleek, comfortable and fast. Excessive body roll ★★★★★	
4.3 V8	£152086 483 270 50
3.9 V8 T	£154490 552 250 50
<b>458 2dr coupé</b> The complete supercar. Calm ride, explosive performance ★★★★★	
4.5 V8 Italia	£178461 570 307 50
4.5 V8 Speciale	£208090 597 275 50
<b>458 SPIDER 2dr open</b> The complete supercar. Minus roof. A world-class head turner ★★★★★	
4.5 V8	£198906 570 275 50

FIAT

<b>PANDA 5dr hatch</b> Cheap, practical and very nearly spot on ★★★★★	
0.9 TwinAir 85 4x4 Antartica	£14995 84 105 6
0.9 TwinAir 85 Trekking	£13075 84 105 6
1.3 MultiJet 75 4x4 Antartica	£15995 74 125 7
0.9 TwinAir 85 Easy	£11375 84 99 7
0.9 TwinAir 85 Lounge	£11875 84 99 7
0.9 TwinAir 85 4x4	£14575 84 114 7
1.2 Pop	£9375 68 120 3
<b>1.2 Easy</b>	£10175 68 120 4
1.2 Lounge	£10675 68 120 3
1.3 MultiJet 75 Pop	£11575 74 104 7
1.3 MultiJet 75 Easy	£12375 74 104 7
1.3 MultiJet 75 Lounge	£12875 74 104 7
1.3 MultiJet 75 Trekking	£14075 74 109 7
1.3 MultiJet 75 4x4	£15575 74 125 7
<b>500 3dr hatch</b> Super desirable, cute city car. Pleasant, if not involving, to drive ★★★★★	
0.9 TwinAir 105 GO	£15550 103 92 10
0.9 TwinAir 105 Lounge	£14220 103 92 10
0.9 TwinAir 105 S	£14370 103 92 10
0.9 TwinAir 85 GO	£15070 84 99 10
1.2 Colour Therapy	£11220 68 113 9
1.2 GO	£13670 68 113 9
1.3 MultiJet GO	£16070 94 97 14
0.9 TwinAir 85 Lounge	£13740 84 92 10
0.9 TwinAir 85 S	£13890 84 92 12
0.9 TwinAir 85 Colour Therapy	£12420 84 99 10
0.9 TwinAir Cult	£14890 84 99 10
0.9 TwinAir 105 Cult	£15370 103 92 10
1.2 Pop	£10690 68 113 5

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.2 Lounge	£12440	68	113	6
1.2 S	£12590	68	113	9
1.2 Cult	£13590	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 MultiJet Lounge	£14840	94	97	15
1.3 MultiJet S	£14990	94	97	14
1.3 MultiJet Cult	£15990	94	97	14

<b>500 CONVERTIBLE 2dr open</b> Super desirable, cute city car. Cab a better drive than hatch ★★★★★	
0.9 TwinAir 105 GO	£18170 103 92 15
0.9 TwinAir 105 Lounge S-S	£16870 103 92 15
0.9 TwinAir 105 S	£17020 84 92 15
0.9 TwinAir 85 Colour Therapy	£14970 84 92 15
0.9 TwinAir 85 GO	£17690 84 92 15
0.9 TwinAir 85 S	£16540 84 92 15
1.2 Colour Therapy	£13770 68 113 10
1.2 GO	£16490 68 113 10
1.2 S	£15240 68 113 10
1.3 MultiJet GO	£18890 94 97 18
1.3 MultiJet S	£17640 94 97 18
1.4 16v Turbo T-Jet Abarth	£16005 133 155 27
0.9 TwinAir 85 Lounge S-S	£16390 84 92 15
0.9 TwinAir 85 Cult	£17540 84 92 15
0.9 TwinAir 105 Cult	£18020 103 92 15
1.2 Pop S-S	£13690 68 113 9
1.2 Lounge S-S	£15090 68 113 10
1.2 Cult	£16240 68 113 10
1.3 MultiJet Lounge	£17490 94 97 18
1.3 MultiJet Cult	£18640 94 97 18
<b>500L 5dr mpv</b> A costly option, but has the style to fill out some of its missing substance ★★★★★	
1.4 95 Pop	£13390 94 145 10
0.9 TwinAir Pop Star	£16690 103 112 11
0.9 TwinAir Lounge	£18090 103 112 11
0.9 TwinAir Trekking	£18790 103 119 11
1.4 95 Pop Star	£15550 94 145 10
1.4 95 Lounge	£16950 94 145 10
1.4 95 Trekking	£17650 94 149 8
1.4 120 Pop Star	£17195 118 159 10
1.4 120 Lounge	£18595 118 159 10
1.4 120 Trekking	£19295 118 159 10
1.3 MultiJet 85 Pop Star	£17040 83 110 8
1.3 MultiJet 85 Lounge	£18440 83 110 9
1.3 MultiJet 85 Trekking	£19140 83 114 7
1.6 MultiJet 105 Pop Star	£18040 103 117 17
1.6 MultiJet 105 Lounge	£19440 103 117 18
1.6 MultiJet 105 Trekking	£20140 103 122 15
1.6 MultiJet 120 Pop Star	£18540 118 120 17
1.6 MultiJet 120 Lounge	£19940 118 120 17
1.6 MultiJet 120 Trekking	£20640 118 120 17

<b>500L MPV 5dr mpv</b> As above but with seven seats flexibility in its more expensive format ★★★★★	
1.6 MultiJet 120 Lounge 7st	£21380 118 117 17
1.6 MultiJet 120 Pop Star 7st	£19880 118 117 17
0.9 TwinAir 105 Pop Star 7st	£17330 103 112 11
0.9 TwinAir 105 Lounge 7st	£18830 103 112 11
1.4 95 Pop Star 5st	£15840 94 145 9
1.4 95 Lounge 5st	£17340 94 145 9
1.3 MultiJet 85 Pop Star 7st	£18380 83 110 8
1.3 MultiJet 85 Lounge 7st	£19880 83 110 9
1.6 MultiJet 105 Pop Star 7st	£19380 103 117 17
1.6 MultiJet 105 Lounge 7st	£20880 103 117 17

<b>500X 5dr hatch</b> Familiar styling works rather well as a crossover. Drives okay, too ★★★★★	
1.4 MultiAir 140 Pop Star	£17595 138 139 -
1.4 MultiAir 140 Lounge	£19345 138 - -
1.4 MultiAir 140 Cross	£18595 138 - -
1.4 MultiAir 140 Cross Plus	£20345 138 - -
1.3 MultiJet 95 Pop Star	£18095 94 109 -
1.6 MultiJet 120 Pop Star	£19095 118 - -
1.6 MultiJet 120 Lounge	£20845 118 - -
1.6 MultiJet 120 Cross	£20095 118 - -
1.6 MultiJet 120 Cross Plus	£21845 118 - -
2.0 MultiJet 140 Cross AWD	£24095 118 147 -
2.0 MultiJet 140 Cross Plus AWD	£25845 118 147 -

<b>PUNTO 3dr hatch</b> MultiAir tech improves appeal and economy ★★★★★	
1.2 8v Easy	£11275 68 126 6
1.2 8v GBT	£11775 68 126 6
1.2 8v Pop	£10175 68 126 6
1.3 85 MultiJet Easy	£13775 85 90 13
1.4 8v Easy	£11685 76 132 8
1.4 8v GBT	£12185 76 132 8
1.3 85 MultiJet GBT	£14275 85 90 13
<b>PUNTO 5dr hatch</b> MultiAir tech improves appeal and economy ★★★★★	
1.2 8v Easy	£11875 68 126 6
1.2 8v GBT	£12375 68 126 6
1.2 8v Pop	£10775 68 126 6
1.4 8v Easy	£12285 76 132 8
1.4 8v GBT	£12785 76 132 8

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.3 85 MultiJet Easy	£14375	85	90	13
1.3 85 MultiJet GBT	£14875	85	90	13

FORD

<b>KA 3dr hatch</b> An agile drive and energetic petrol engine. Wooden ride ★★★★★	
1.2 Grand Prix III	£11445 68 115 5
1.2 Studio Connect	£9445 68 115 3
1.2 Studio	£8995 68 115 3
1.2 Edge	£9945 68 115 3
1.2 Zetec	£10695 68 115 3
1.2 Titanium	£11995 68 115 3
1.2 Metal	£11445 68 115 5
<b>B-MAX 5dr mpv</b> Fiesta dynamics and sliding door access make the B-Max a cut above ★★★★★	
1.0 EcoBoost 100 Zetec	£15495 99 119 9
1.0 EcoBoost 100 Titanium	£16695 99 119 10
1.0 EcoBoost 125 Zetec S-S	£16095 118 99 13
1.0 EcoBoost 125 Titanium S-S	£17295 118 99 13
1.0 EcoBoost 125 Titanium X	£18495 118 99 13
1.4 90 Studio	£13095 89 139 7
1.4 90 Zetec	£14895 89 139 8
1.6 105 Zetec Powershift	£16595 103 149 10
1.6 105 Titanium Powershift	£17795 103 149 11
1.5 TDCi 75 Zetec	£16295 74 109 8
1.6 TDCi 95 Zetec	£16795 94 104 10
1.6 TDCi 95 Titanium	£17995 94 104 11

<b>FIESTA 3dr hatch</b> Stylish and wonderfully engaging. The best supermini ★★★★★	
1.6 105 Zetec Powershift	£15045 103 138 12
1.0 80 Zetec S-S	£13695 79 99 6
1.0 80 Titanium S-S	£14695 79 99 7
1.0 EcoBoost Zetec S-S	£14195 99 99 11
1.0 EcoBoost Titanium S-S	£15195 99 99 11
1.0 EcoBoost Titanium X S-S	£16445 99 99 11
1.0 EcoBoost Titanium X S-S	£15695 123 99 15
1.0 EcoBoost Titanium X S-S	£16945 123 99 16
1.0 EcoBoost Zetec S-S	£15945 123 99 15
1.25 60 Studio	£10145 59 120 3
1.25 60 Style	£11895 59 120 4
1.25 82 Style	£12395 80 120 7
1.25 82 Zetec	£13195 80 120 7
1.6 105 Titanium Powershift	£16045 103 138 12
1.6 EcoBoost ST	£17545 180 138 30
1.6 EcoBoost ST2	£18545 180 138 30
1.6 EcoBoost ST3	£19545 180 138 30
1.6 TDCi 75 Style	£13995 74 98 8
1.5 TDCi 75 Zetec	£14795 74 98 9
1.5 TDCi 75 Titanium	£15795 74 98 9
1.6 TDCi 95 Style EcoNetic S-S	£14945 94 87 11
1.6 TDCi 95 Zetec EcoNetic S-S	£15495 94 87 12
1.6 TDCi 95 Zetec S	£16145 94 95 12
1.6 TDCi 95 Titanium EcoNetic	£16495 94 87 12
1.6 TDCi 95 Titanium X	£17295 94 95 13

<b>FIESTA 5dr hatch</b> Stylish and wonderfully engaging. The best supermini ★★★★★	
1.25 82 Style	£12995 80 120 7
1.6 105 Titanium Powershift	£16645 103 138 12
1.6 105 Zetec Powershift	£15645 103 138 12
1.0 80 Zetec S-S	£14295 79 99 7
1.0 80 Titanium S-S	£15295 79 99 7
1.0 EcoBoost Zetec S-S	£14795 99 99 11
1.0 EcoBoost Titanium S-S	£15795 99 99 11
1.0 EcoBoost Titanium X S-S	£17045 99 99 11
1.0 EcoBoost Titanium X S-S	£16295 123 99 15
1.0 EcoBoost Titanium X S-S	£17545 123 99 16
1.25 60 Style	£12495 59 120 4
1.25 82 Zetec	£13795 80 120 7
1.5 TDCi 75 Style	£14595 74 98 8
1.5 TDCi 75 Zetec	£15395 74 98 9
1.5 TDCi 75 Titanium	£16395 74 98 9
1.6 TDCi 95 Style EcoNetic S-S	£15545 94 87 11
1.6 TDCi 95 Zetec EcoNetic S-S	£16095 94 87 12
1.6 TDCi 95 Titanium EcoNetic	£17095 94 87 12
1.6 TDCi 95 Titanium X	£17895 94 95 13

<b>ECOSPORT 5dr hatch</b> Pumped up Fiesta origin, but developing world origins show through ★★★★★	
1.0 EcoBoost 125 Titanium	£15995 123 125 11
1.0 EcoBoost 125 Titanium X	£16995 123 125 11
1.5 112 Titanium	£14995 90 149 10
1.5 112 Titanium X	£15995 90 149 10
1.5 TDCi 91 Titanium	£16495 90 120 10
1.5 TDCi 91 Titanium X	£17495 90 120 10
<b>FOCUS 5dr hatch</b> Still best to drive, but only just. The complete package ★★★★★	
1.6 125 Zetec S	£21095 123 146 14
1.0 EcoBoost Style	£17595 99 105 10
1.0 EcoBoost Zetec	£18595 99 105 10
1.0 EcoBoost Titanium	£20095 99 105 10
1.0 EcoBoost Titanium X	£22095 99 105 10
1.0 EcoBoost Zetec	£19095 123 108 14

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.0T 125 EcoBoost Zetec S	£20345	123	108	14
1.0T 125 EcoBoost Titanium	£20595	123	108	14
1.0T 125 EcoBoost Titanium X	£22595	123	108	14
1.5T 150 EcoBoost Zetec S	£20845	148	137	14
1.5T 150 EcoBoost Titanium	£21095	148	137	14
1.5T 182 EcoBoost Titanium X	£23820	180	137	14
1.6 85 Studio	£13995	84	136	7
1.6 105 Style	£17095	103	136	11
1.6 125 Style auto	£18845	123	146	14
1.6 125 Zetec	£19845	123	146	14
1.6 125 Titanium auto	£21345	123	146	14
2.0T 250 EcoBoost ST	£22495	247	159	34
2.0T 250 EcoBoost ST-2	£23995	247	159	35
2.0T 250 EcoBoost ST-3	£26295	247	159	36
1.5 TDCi 95 Style	£18295	94	98	11
1.5 TDCi 120 Zetec	£19795	118	98	11
1.5 TDCi 120 Zetec S	£21045	118	98	11
1.5 TDCi 120 Titanium	£21295	118	98	11
1.5 TDCi 120 Titanium X	£23295	118	98	11
1.6 TDCi 95 Style	£18195	94	109	11
1.6 TDCi 115 Zetec	£19695	114	109	16
1.6 TDCi 115 Zetec S	£20945	114	109	16
1.6 TDCi 115 Titanium	£21195	114	109	16
2.0 TDCi 150 Titanium	£22635	148	109	16
2.0 TDCi 150 Titanium X	£24635	148	109	-
2.0 TDCi 185 ST	£22495	178	110	34
2.0 TDCi 185 ST-2	£23995	178	110	35
2.0 TDCi 185 ST-3	£26295	178	110	36

<b>FOCUS 5dr estate</b> Well-mannered and comfortable. An Octavia carries more ★★★★★	
1.0T 100 EcoBoost Style	£18695 99 109 10
1.0T 100 EcoBoost Titanium	£21195 99 109 10
1.0T 100 EcoBoost Titanium X	£23195 99 109 10
1.0T 100 EcoBoost Zetec	£19695 99 109 10
1.0T 125 EcoBoost Titanium	£21695 123 110 14
1.0T 125 EcoBoost Titanium X	£23695 123 110 14
1.0T 125 EcoBoost Zetec	£20195 123 110 14
1.0T 125 EcoBoost Zetec S	£21445 123 110 14</



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5T 150 Ecoboost Zetec 2WD	£21000	148	143	20
1.5T 150 Ecoboost Titanium	£22645	148	143	20
1.5T 150 Ecoboost Titanium X	£25395	148	143	20
1.5T 150 Titanium X Sport	£28345	148	143	20
1.5T 182 Ecoboost Zetec AWD	£25160	180	171	21
1.5T 182 Ecoboost Titanium AWD	£26195	180	171	21
1.5T 182 Ecoboost Titanium X A	£29545	180	171	21
1.5T 182 Ebst Titanium X Sport	£32495	180	171	21
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20
2.0 TDCi 150 Titanium 2WD	£24345	148	122	20
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 180 Titanium AWD	£26345	177	135	22
2.0 TDCi 180 Titanium X AWD	£29095	177	135	22
<b>C-MAX 5dr mpv</b> As fun to drive as it is easy to live with				
★★★★☆				
1.0T 100 Ecoboost Zetec S-S	£18695	99	117	10
1.0T 125 Ecoboost Zetec S-S	£19195	123	117	13
1.0T 100 Ecoboost Titanium S-S	£20195	99	117	10
1.0T 125 Ecoboost Titanium S-S	£20695	123	117	13
1.0T 125 E'boost Titanium X SS	£22695	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6T 150 Ecoboost Titanium S-S	£20855	148	144	19
1.6T 182 E'boost Titanium X SS	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
<b>2.0 TDCi 140 Titanium</b>	<b>£21725</b>	<b>138</b>	<b>129</b>	<b>20</b>
2.0 TDCi 163 Titanium	£24225	161	129	22
<b>GRAND C-MAX 5dr mpv</b> Fun and practical small seven seater				
★★★★☆				
1.0T 100 Ecoboost Zetec S-S	£20295	99	119	10
1.0T 125 Ecoboost Zetec S-S	£20795	123	119	13
1.0T 100 Ecoboost Titanium S-S	£21795	99	119	10
1.0T 125 Ecoboost Titanium S-S	£22295	123	119	13
1.0T 125 E'boost Titanium X SS	£24295	99	119	14
1.6T 150 Ecoboost Titanium S-S	£22250	148	149	19
1.6T 182 E'boost Titanium X SS	£24950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
<b>S-MAX 5dr mpv</b> Proof that MPV's need not be boring or ungainly. A benchmark				
★★★★☆				
1.6T 160 Ecoboost Zetec S-S	£23310	158	159	18
1.6 160 Eco T'ium S-S	£25060	158	159	19
2.0 203 Ecoboost X auto	£26135	200	189	22
2.0 240 Tlt. X Sp. Au	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	16
1.6 TDCi 115 Eco T'ium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	19
2.0 TDCi 163 Titanium	£26645	161	139	19
2.0 TDCi 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tlt. X Sp.	£31620	197	174	26
<b>GALAXY 5dr mpv</b> Huge seven-seat MPV. Easy to place on the road. Not cheap				
★★★★☆				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 160 Ecoboost Zetec S-S	£25670	158	167	18
1.6 160 Eco T'ium S-S	£27570	158	167	18
1.6 160 Eco T'iumX S-S	£30070	158	167	18
2.0 203 Ecoboost Titanium auto	£29235	200	189	24
2.0 203 Ecoboost Titan X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£26460	114	139	16
1.6 TDCi 115 Eco T'ium S-S	£28360	114	139	17
1.6 TDCi 115 Eco Tlt. X S-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	20
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	22
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26

GINETTA
<b>G40 2dr coupé</b> Road-legal race car with stripped-out charm to spare
★★★★☆
R £29950 175 181 -

HONDA				
JAZZ 5dr hatch		Great packaging makes this a versatile, if not thrilling supermini		
		★★★★☆		
1.2 i-VTEC SE	£13395	89	123	14
1.2 i-VTEC SE-T	£14390	89	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	19
1.2 i-VTEC S	£11695	89	123	13
1.2 i-VTEC S A-C	£12545	89	123	13
1.2 i-VTEC S-T	£12690	89	123	13
1.2 i-VTEC S-T A-C	£13540	89	123	13
1.3 IMA Hybrid HE	£17150	97	104	16
1.3 IMA Hybrid HE-T	£18145	97	104	16
1.3 IMA Hybrid HS	£17650	97	104	16
1.3 IMA Hybrid HS-T	£18645	97	104	16
1.3 IMA Hybrid HX	£19250	97	104	16
1.3 IMA Hybrid HX-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CIVIC 5dr hatch		A real contender, but the lack of rear legroom is a hindrance		
		★★★★☆		
1.4 i-VTEC S	£15975	99	129	5
1.4 i-VTEC S-Nav	£16815	99	129	5
1.6 i-DTEC EX Plus	£25140	118	98	16
1.6 i-DTEC S	£18755	118	94	15
1.6 i-DTEC SE Plus	£20570	118	94	15
1.6 i-DTEC SE Plus-Nav	£22180	118	94	15
1.6 i-DTEC S-Nav	£19365	118	94	15
1.6 i-DTEC SR	£23140	118	94	16
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-DTEC Sport	£20820	118	98	15

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 i-DTEC Sport-Nav	£21430	118	98	15
<b>CIVIC TOURER 5dr estate</b>	Versatile, comfortable and frugal, only price marks its scorecard			
1.6 i-DTEC EX Plus	£26140	118	103	16
1.6 i-DTEC S	£19755	118	99	15
1.6 i-DTEC SE Plus	£21570	118	99	15
1.6 i-DTEC SE Plus-Nav	£22180	118	99	15
1.6 i-DTEC S-Nav	£20365	118	99	15
1.6 i-DTEC SR	£24340	118	103	16
1.8 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
<b>ACCORD 4dr saloon</b>	Comfortable interior. Fiddly dash and forgettable drive			
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 EX	£28795	148	141	25
2.2 i-DTEC 150 EX ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
<b>ACCORD TOURER 5dr estate</b>	As above but more desirable and useful			
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-DTEC 150 EX	£30330	148	146	25
2.2 i-DTEC 150 EX ADAS	£32730	148	146	26
2.2 i-DTEC 180 Type S	£32925	177	150	28
2.2 i-DTEC 180 Type S ADAS	£35175	177	150	29
<b>CR-V 5dr 4x4</b>	The CR-V soldiers on. But it's hemmed in by cleverer competition			
1.6 i-DTEC 120 SE-Nav 2WD	£26740	118	115	22
1.6 i-DTEC 120 S-Nav 2WD	£24300	118	115	23
1.6 i-DTEC 120 SR 2WD	£28495	118	119	23
2.0 i-VTEC S 2WD	£22345	154	168	22
2.0 i-VTEC S-Nav 2WD	£23245	154	168	22
2.0 i-VTEC SE 2WD	£24515	154	168	22
2.0 i-VTEC SE-Nav 2WD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-DTEC 120 S 2WD	£23400	118	115	22
1.6 i-DTEC 120 SE 2WD	£25570	118	115	22
1.6 i-DTEC 160 SE	£27570	158	129	26
1.6 i-DTEC 160 SE-Nav	£28740	158	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27
HYUNDAI				
<b>i10 5dr hatch</b>	Second gen i10 still close to the best. Mature drive, spacious cabin, low price			
1.0 S	£8705	65	108	1
1.0 S Air	£9370	65	108	1
1.0 SE	£9770	65	108	1
1.0 SE Blue Drive	£10020	65	98	1
1.0 Premium	£10470	65	108	1
1.2 SE	£10270	86	114	4
1.2 Premium	£10970	86	114	4
<b>i20 5dr hatch</b>	Very good value hatch. Fun a byproduct; practicality mostly spot on			
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	103	6
1.4 CRDi 90 SE	£14725	89	106	11
1.4 CRDi 90 Premium	£15725	89	106	12
1.4 CRDi 90 Premium SE	£16725	89	106	12
<b>i30 5dr hatch</b>	As good as we've come to expect, but not one inch better			
1.4 100 S	£15195	98	138	7
1.4 100 SE	£16495	98	138	7
1.6 120 SE auto	£17895	118	158	9
1.6 120 Premium	£20295	118	145	9
1.6 CRDi 110 Blue Drive S	£17195	109	94	11
1.6 CRDi 110 Blue Drive SE	£18495	109	94	11
1.6 CRDi 136 Blue Drive Premium	£22295	134	102	11
<b>i30 TOURER 5dr estate</b>	As good as we've come to expect, but not one inch better			
1.6 120 S	£16895	118	145	9
1.6 120 SE	£18195	118	145	9
1.6 CRDi 110 Blue Drive S	£18295	109	94	11
1.6 CRDi 136 B'Drive SE	£19595	134	102	11
<b>i40 4dr saloon</b>	Useful, inoffensive and well-priced. No fireworks here			
1.7 CRDi 115 B'Drive Premium	£23485	114	113	13
1.7 CRDi 115 B'Drive Style	£21205	114	113	13
1.7 CRDi 115 B'Drive Active	£19105	114	113	12
1.7 CRDi 136 B'Drive Active	£19905	134	119	16
1.7 CRDi 136 B'Drive Style	£22005	134	119	16
1.7 CRDi 136 B'Drive Premium	£24405	134	119	17
<b>i40 TOURER 5dr estate</b>	Useful, inoffensive and well-priced. No fireworks here			
1.7 CRDi 115 B'Drive Style	£22455	114	113	13
<b>1.7 CRDi 115 Blue Active</b>	<b>£20355</b>	<b>114</b>	<b>113</b>	<b>12</b>
1.7 CRDi 115 B'Drive Active	£22155	134	119	16
1.7 CRDi 136 Blue Style	£23255	134	119	16
1.7 CRDi 136 B'Drive Premium	£25655	134	119	17
<b>iX20 5dr hatch</b>	Usable high-roofed hatch, but short on flair			
1.6 CRDi 115 Active Blue Drive	£15385	114	117	13
1.6 CRDi 115 Style Blue Drive	£16335	114	117	13

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.4 Class	£12515	89	140	7
1.4 Active	£13665	89	140	8
1.4 Style	£14615	89	140	8</



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5 115 Sport Nav	£15995	113	117	-
1.5D 105 SE-L	£15995	104	89	-
1.5D 105 SE-L Nav	£16395	104	89	-
1.5D 105 Sport	£16995	104	89	-
1.5D 105 Sport Nav	£17395	104	89	-
<b>3 4dr saloon</b> Refined, well-priced family choice. Dynamically satisfying, too	★★★★☆			
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport Nav	£20195	118	119	18
2.2d 150 SE	£19645	148	104	23
2.2d 150 SE Nav	£20245	148	104	24
2.2d 150 SE-L	£21145	148	104	24
2.2d 150 SE-L Nav	£21745	148	104	24
2.2d 150 Sport Nav	£22545	148	104	24
<b>3 5dr hatch</b> Refined, well-priced family choice. Dynamically satisfying, too	★★★★☆			
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport Nav	£20195	118	119	18
2.2d 150 SE	£19645	148	107	23
2.2d 150 SE Nav	£20245	148	107	24
2.2d 150 SE-L	£21145	148	107	24
2.2d 150 SE-L Nav	£21745	148	107	24
2.2d 150 Sport Nav	£22545	148	107	24
<b>6 4dr saloon</b> A compelling mix of size, economy and performance. Interior a let down	★★★★☆			
2.0 145 SE	£19795	143	129	18
2.0 145 SE Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	16
2.0 145 SE-L Nav	£21495	143	129	16
2.0 165 Sport Nav	£24595	162	135	19
2.2d 150 SE	£22295	148	108	21
2.2d 150 SE Nav	£22995	148	108	21
2.2d 150 SE-L	£23295	148	108	19
2.2d 150 SE-L Nav	£23995	148	108	19
2.2d 150 Sport Nav	£26395	148	108	21
2.2d 175 Sport Nav	£26795	173	119	23
<b>6 5dr tourer</b> A compelling mix of size, economy and performance. Interior a let down	★★★★☆			
2.0 145 SE-L Nav	£22425	143	129	16
2.0 165 Sport Nav	£25395	162	135	19
2.2d 150 SE Nav	£23795	148	116	21
2.2d 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.2d 150 SE	£23095	148	116	21
2.2d 150 SE-L	£24095	148	116	19
2.2d 150 SE-L Nav	£24795	148	116	19
2.2d 150 Sport Nav	£27195	148	116	21
<b>CX-5 5dr 4x4</b> Superb diesel engine mated to above average package	★★★★☆			
2.0 Skyactiv-G 165 SE-L Nav	£22995	162	139	15
2.0 Skyactiv-G 165 SE-L	£22295	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£25395	162	139	16
2.2d Skyactiv-D 150 SE-L	£24095	148	119	18
2.2d Skyactiv-D 150 SE-L Nav	£24795	148	119	18
2.2d Skyactiv-D 150 SE-L Lux	£25695	148	119	20
2.2d Sky-D 150 SE-L Lux Nav	£26395	148	119	20
2.2d Skyactiv-D 150 Sport Nav	£27195	148	119	19
2.2d Sky-D 150 SE-L AWD	£25995	148	136	17
2.2d Sky-D 150 SE-L Nav AWD	£26695	148	136	17
2.2d Sky-D 175 Sport Nav AWD	£29395	173	136	21
<b>5 5dr mpv</b> Functional seven-seater, but not unpleasant to drive. Lots of kit	★★★★☆			
2.0 150 Sport Venture	£20495	148	159	16
1.6D 115 Sport Venture	£21895	114	138	16
<b>MX-5 2dr open</b> The old recipe – but done better. Lean, low-cost and pretty. Enough said	★★★★☆			
1.5i Sport Nav	£22445	129	139	-
1.5i SE	£18495	129	139	-
1.5i SE-L	£19245	129	139	-
1.5i SE-L Nav	£19845	129	139	-
1.5i Sport	£21845	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-

## MCLAREN

<b>650S 2dr coupé</b> Extraordinary pace and handling. The car the 12C should have been	★★★★☆			
3.8 V8	£195250	641	-	50
<b>650S SPIDER 2dr open</b> More of the same, although noisier – and better for it	★★★★☆			
3.8 V8	£215250	641	-	50
<b>P1 2dr coupé</b> Other-worldly. As worthy of a place in hypercar history as the F1	★★★★☆			
3.8 V8	£866000	903	194	50

## MERCEDES-BENZ

<b>A-CLASS 5dr hatch</b> Desirability on message; ride quality seriously off-piste	★★★★☆			
A180 CDI SE ECO	£21965	107	92	16
A250 by AMG 4MATIC	£30910	208	154	34
A180 SE	£20715	121	128	18
A180 Sport	£21840	121	133	18
A200 Sport	£23365	154	134	23
A200 AMG Sport	£24615	154	136	24
A250 Engineered by AMG Sport	£29375	208	140	34
A45 AMG 4MATIC	£38195	354	161	43
A180 CDI SE auto	£23240	107	98	16
A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25
<b>B-CLASS 5dr hatch</b> A slightly odd prospect, but practical and classy	★★★★☆			
B180 SE	£21500	120	129	16
B180 Sport	£22225	120	129	16
B180 AMG Line	£23520	120	129	16
B200 SE	£22575	154	130	16
B200 Sport	£23300	154	130	16
B200 AMG Line	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15

<b>B180 CDI Sport</b>	£23170	108	108	15
<b>B180 CDI AMG Line</b>	£24465	108	108	15
<b>B200 CDI SE</b>	£23650	134	111	20
<b>B200 CDI Sport</b>	£24245	134	111	20
<b>B200 CDI AMG Line</b>	£25540	134	111	20
<b>B220 CDI Sport</b>	£27125	168	107	25
<b>CLA 4dr saloon</b> Attractive from some angles, unap- pealing from others. Dynamics to match	★★★★☆			
CLA 200 CDI AMG Sport	£29125	134	117	27
CLA 200 CDI Sport	£26925	134	117	27
CLA 250 AMG Sport 4Matic	£33405	208	154	24
CLA180 Sport	£24775	121	130	23
CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	27
CLA220 CDI AMG Sport	£31975	168	117	28
<b>C-CLASS 2dr coupé</b> Nice balance of style, usability and driver reward	★★★★☆			
C63 AMG Edition 507	£68495	451	280	44
C180 AMG Sport Edition	£29965	154	149	35
C220 CDI Exec SE	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport Edition	£33515	201	143	41
<b>C-CLASS 4dr saloon</b> Stellar cabin and polished drive increase appeal; engines not so good	★★★★☆			
C200 SE	£27270	181	123	31
C200 Sport	£29265	181	124	31
C200 AMG Line	£30890	181	128	31
C63 AMG	£59800	469	192	-
C63 AMG S	£66550	503	192	-
C250 BlueTEC SE	£28985	134	102	25
C200 BlueTEC Sport	£30980	134	102	25
C200 BlueTEC AMG Line	£32475	134	102	25
C220 BlueTEC SE	£29780	168	103	31
C220 BlueTEC Sport	£31775	168	104	31
C220 BlueTEC AMG Line	£33270	168	104	31
C250 BlueTEC SE	£32435	201	117	35
C250 BlueTEC Sport	£34430	201	117	35
C250 BlueTEC AMG Line	£35925	201	117	35
C300 BlueTEC Hybrid SE	£35045	201	94	-
C300 BlueTEC Hybrid Sport	£37040	201	94	-
C300 BlueTEC Hybrid AMG Line	£38535	201	94	-
<b>C-CLASS 5dr estate</b> Decent practicality and fantastic interior – but only okay to drive	★★★★☆			
C200 BlueTEC AMG Line	£33675	134	102	25
C200 BlueTEC SE	£30185	134	102	25
C200 BlueTEC Sport	£32180	134	102	25
C200 SE	£28470	181	128	31
C220 BlueTEC SE	£30980	168	108	31
C250 BlueTEC SE	£33635	201	117	35
C63 AMG	£61000	469	196	47
C63 AMG S	£67750	503	196	47
C200 Sport	£30465	181	128	31
C200 AMG Line	£32090	181	128	31
C220 BlueTEC Sport	£32975	168	108	31
C220 BlueTEC AMG Line	£34470	168	108	31
C250 BlueTEC Sport	£35630	201	117	35
C250 BlueTEC AMG Line	£37125	201	117	35
<b>E-CLASS 4dr saloon</b> A return to the old Merc quali- ties. Refined and relaxing	★★★★☆			
E300 BlueTEC Hybrid AMG Sport	£42375	204	109	43
E63 AMG S	£84110	549	232	47
E200 SE	£34340	181	138	36
E200 AMG Line	£36850	181	142	37
E250 SE	£35470	208	138	38
E250 AMG Line	£37980	208	142	39
E63 AMG	£74115	549	230	47
E300 BlueTEC Hybrid SE	£39880	204	109	43
E220 BlueTEC SE	£34270	168	120	34
E220 BlueTEC AMG Line	£36765	168	129	35
E250 CDI SE	£36820	120	129	39
E250 CDI AMG Line	£39445	201	134	40
E350 BlueTEC AMG Line	£41210	248	154	44
<b>E-CLASS 5dr estate</b> A return to the old Merc quali- ties. Refined and relaxing	★★★★☆			
E220 BlueTEC AMG Line	£38555	168	135	35
E220 BlueTEC SE	£36060	168	133	34
E250 AMG Line	£39770	208	147	39
E250 CDI AMG Line	£41250	201	145	40
E250 CDI SE	£38755	201	143	39
E250 SE	£37275	208	144	38
E300 BlueTEC Hybrid AMG Line	£41465	201	119	44
E300 BlueTEC Hybrid SE	£41670	201	119	44
E350 BlueTEC AMG Line	£43015	248	159	44
E63 AMG	£75905	549	234	47
E63 AMG S	£85900	582	234	47
<b>E-CLASS 2dr coupé</b> A return to the old Merc qualities. Refined and relaxing	★★★★☆			
E200 AMG Line	£38635	181	140	39
E400 AMG Line Plus	£46425	329	176	45
E220 BlueTEC SE	£36615	168	123	38
E220 BlueTEC AMG Line	£39310	168	126	39
E250 CDI BlueTEC AMG Line	£40930	201	129	43
E350 BlueTEC AMG Line	£42625	228	149	46
<b>E-CLASS CABRIOLET 2dr open</b> Nice cabin, but ride isn't great. Six-pot engines best	★★★★☆			
E200 AMG Line	£42005	181	146	42
E400 AMG Line Plus	£49795	329	185	48
E220 BlueTEC SE	£39985	168	127	41
E220 BlueTEC AMG Line	£42810	168	134	42
E250 CDI AMG Line	£44300	201	128	45
E350 BlueTEC AMG Line	£46010	228	154	48
<b>S-CLASS 2dr coupé</b> Heavyweight contender. Continental smothering luxury	★★★★☆			
S500	£96195	449	207	50
S63 AMG	£125605	577	237	50
S65 AMG	£183075	621	279	50
<b>S-CLASS 4dr saloon</b> Still the best luxury car in the real world. Calm, advanced, rewarding	★★★★☆			
S500 Plug-in Hybrid	£82965	436	65	50
S500 L AMG Line	£88400	449	207	50
S400 Hybrid L SE Line	£70935	328	147	49
S400 Hybrid L AMG Line	£74930	328	153	49
S600 L AMG Line	£140615	523	259	50
S63 AMG L	£119845	577	237	50
S65 AMG L	£179995	621	279	50
Maybach S600	£165700	501	274	50
S300 BlueTEC Hybrid L AMG Line	£72260	204	120	49
S350 BlueTEC AMG Line	£67940	254	151	50
S250 BlueTEC L SE Line	£66910	254	148	50
S350 BlueTEC L AMG Line	£70940	254	154	50

Make and Model		Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>CLS 4dr saloon</b>	Saloon-like practicality, coupe-like rewards	★★★★☆			
400 AMG Line		£55855	328	170	50
63 AMG S		£86510	577	231	50
220 BlueTEC AMG Line		£46500	175	129	44
350 BlueTEC AMG Line		£49950	254	162	46
<b>CLS 5dr shooting brake</b>	Saloon-like practicality, coupe-like rewards	★★★★☆			
63 AMG S		£87010	577	231	50
220 BlueTEC AMG Line		£48080	175	129	44
350 BlueTEC AMG Line		£51400	254	162	47
<b>GLA 5dr 4x4</b>	Not the most practical crossover, but good looking and very decent to drive	★★★★☆			
GLA250 AMG Line 4Matic		£31295	208	154	34
GLA45 AMG 4MATIC		£44600	354	175	-
GLA200 CDI Sport		£26265	134	119	25
GLA200 CDI Sport 4Matic		£29215	134	119	25
GLA200 CDI AMG Line		£27210	134	119	25
GLA200 CDI 4Matic AMG Line		£30215	134	119	25
GLA220 CDI Sport 4Matic		£30645	168	129	28
GLA220 CDI AMG Line 4Matic		£31645	168	129	29
<b>G-CLASS 5dr 4x4</b>	Massively expensive and compromised, but with character to spare	★★★★☆			
G350 BlueTEC		£86445	208	295	-
G63 AMG		£129665	537	322	-
<b>GL-CLASS 5dr 4x4</b>	Decent on road and off despite its size. Nice cabin, too	★★★★☆			
GL350 BlueTEC AMG Sport		£60755	261	209	50
GL63 AMG		£93360	549	288	50
<b>SLK 2dr open</b>	Enthusiastic, neat handling and brisk all-weather roadster	★★★★☆			
200 CGI BlueEFF Sport		£34750	181	158	41
250 CGI BlueEFF Sport		£38710	201	169	44
350 CGI BlueEFF Sport		£44610	302	167	45
SLK55 AMG		£55350	416	195	47
SLK250 CDI		£33150	201	132	42
SLK250 CDI AMG Sport		£37150	201	132	43
<b>SL 2dr open</b>	Big, luxurious and classier than a royal stud farm. Merc at its best.	★★★★☆			
SL400 AMG Sport		£72505	329	178	50
SL500 AMG Sport		£81920	429	212	50
SL63 AMG		£112520	557	231	50
SL65 AMG		£170825	621	270	50
<b>AMG GT 2dr coupé</b>	Clever and handsome replacement for the SLS. Different, but very good	★★★★☆			
4.0 V8		£97200	456	216	50
4.0 V8 S		£110500	503	219	50
<b>CL 2dr coupé</b>	Comfortable big coupe. More GT than sports car	★★★★☆			
CL500		£95545	429	227	50
CL63 AMG		£118885	536	244	50
CL65 AMG		£164840	621	334	50
<b>M-CLASS 5dr 4x4</b>	Roomy, quiet and well-appointed. proper Merc SUV	★★★★☆			
ML350 BlueTEC SE Exec		£51340	254	189	43
ML63 AMG		£87005	356	276	50
ML250 BlueTEC SE Exec		£48190	201	165	38
<b>ML250 BlueTEC AMG Line</b>		£50850	201	165	38
ML350 BlueTEC AMG Line		£54000	254	189	43
<b>V-CLASS 5dr mpv</b>	Expensively appointed mini bus. With matching price tag	★★★★☆			
V220 SE		£18145	161	149	-
V220 Sport		£44340	161	149	-
V220 Extra Long SE		£43380	161	149	-
V220 Extra Long Sport		£45875	161	149	-
V250 SE		£43520	161	157	-
V250 Sport		£46015	161	157	-
V250 Extra Long SE		£45055	161	157	-
V250 Extra Long Sport		£47550	161	157	-
<b>MG</b>					
<b>MG3 5dr hatch</b>	Neatly tuned and nicely styled super-mini. Flaws covered up by price	★★★★☆			
1.5 31time		£8399	105	136	4
1.5 3form		£9299	105	136	4
1.5 3form Sport		£9549	105	136	4
1.5 3style		£9999	105	136	4
<b>MG6 4dr saloon</b>	Good dynamics and space. Poor finish and running costs	★★★★☆			
1.8T Magnetite TSE		£19955	158	174	14
1.9 DTi Magnetite TSE		£21195	148	129	14
<b>MG6 5dr hatch</b>	Good dynamics and space. Poor finish and running costs	★★★★☆			
1.8 TCI GT S		£15455	158	174	13
1.8 TCI GT SE		£16955	158	174	14
<b>1.8 TCI GT TSE</b>		£18955	158	174	14
1.9 DTi GT S		£16995	148	129	13
1.9 DTi GT SE		£18195	148	129	14
1.9 DTi GT TSE		£20195	148	129	14
<b>MINI</b>					
<b>HATCH 3dr hatch</b>	Has matured very satisfyingly into its larger footprint . A real contender	★★★★☆			
1.2 One		£13955	102	108	12
1.5 Cooper		£15505	134	105	18
2.0 S Cooper		£18840	189	133	26
1.5 D One		£15075	114	89	11
1.5 D Cooper		£16635	114	92	15
2.0 SD Cooper		£19655	168	106	23
<b>HATCH 5dr hatch</b>	Additional door hardly adds charm. Bottom line embellished nevertheless	★★★★☆			
1.2 One		£14565	102	112	12
1.5 Cooper		£16105	134	109	18
2.0 S Cooper		£19440	189	136	26
1.5 D One		£15675	94	92	11
1.5 D Cooper		£17235	114	95	15
2.0 SD Cooper		£20255	168	109	23
<b>ONE CONVERTIBLE 2dr open</b>	Lots of style, but poor ride and refinement	★★★★☆			
1.6		£16585	97	133	14
<b>COOPER CONVERTIBLE 2dr open</b>	Lots of style, poor ride and refinement	★★★★☆			
1.6		£18015	121	133	18
1.6 Highgate		£21175	121	133	20
1.6T S		£21215	181	139	30
1.6T S Highgate		£24245	181	139	32
1.6T S John Cooper Works		£25460	208	157	36
1.6D		£19095	110	105	19
1.6D Highgate		£22255	110	105	21
2.0D SD		£21925	141	118	23
2.0D SD Highgate		£24955	141	118	24



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5 dCi Acenta	£15525	89	92	8
1.5 dCi Acenta Premium	£16465	89	92	9
1.5 dCi Tekna	£17370	89	92	9
<b>LEAF 5dr hatch</b>	Comfortable electric car with 100 mile range	★★★★☆		
80kw Tekna	£30590	107	0	24
80kw Visia	£26490	107	0	23
80kw Visia +	£27590	107	0	23
80kw Acenta	£28590	107	0	23
<b>PULSAR 5dr hatch</b>	Undeniably fit for purpose, but its appeal goes no deeper than that	★★★★☆		
1.2 DIG-T 115 Visia	£15995	114	117	10
1.2 DIG-T 115 Acenta	£17645	114	117	10
1.2 DIG-T 115 n-tec	£18995	114	117	10
1.2 DIG-T 115 Tekna	£20345	114	117	10
1.5 dCi 110 Visia	£17595	109	94	11
1.5 dCi 110 Acenta	£19245	109	94	11
1.5 dCi 110 n-tec	£20595	109	94	11
1.5 dCi 110 Tekna	£21945	109	94	11
<b>QASHQAI 5dr hatch</b>	Second generation a masterly update of the first. The crossover to beat	★★★★★		
1.6 dCi 130 Tekna 4WD	£28500	128	115	19
1.6 dCi 110 n-tec	£18265	113	129	17
1.2 DIG-T 115 Acenta	£19850	113	129	14
1.2 DIG-T 115 n-tec	£21700	113	129	14
1.2 DIG-T 115 n-tec +	£22250	113	129	14
1.2 DIG-T 115 Tekna	£23800	113	129	14
1.6 DIG-T 163 N-tec	£23200	161	138	14
1.6 DIG-T 163 N-tec +	£23750	161	138	14
1.6 DIG-T 163 Tekna	£25300	161	138	14
1.5 dCi 110 Visia	£20015	109	99	17
1.5 dCi 110 Acenta	£21600	109	99	17
1.5 dCi 110 N-tec	£23450	109	99	14
1.5 dCi 110 N-tec +	£24000	109	99	14
1.5 dCi 110 Tekna	£25550	109	99	15
1.6 dCi 130 Tekna	£26800	128	115	19
<b>X-TRAIL 5dr 4x4</b>	Sleek, Qashqai-based crossover is an easy win if you require seven seats	★★★★☆		
1.6 dCi Visia 2WD	£23195	128	129	19
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	139	20
1.6 dCi n-tec 2WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	139	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	139	20
<b>PATHFINDER 5dr 4x4</b>	Tough, but no discovery. Spacious but unrefined	★★★★☆		
2.5 dCi 190 Acenta	£32945	188	224	31
2.5 dCi 190 Tekna	£36280	188	224	31
<b>370Z 2dr coupé</b>	Great engine and poised handling. Lots of road noise	★★★★☆		
3.7 V6 Nismo	£37585	345	248	46
3.7 V6	£27445	323	248	46
3.7 V6 GT	£32525	323	248	46
<b>GT-R 2dr coupé</b>	A benchmark. Great drive, brutal power, sensational value	★★★★☆		
3.8 V6 2014 MY	£78030	523	275	50
3.8 V6 Nismo	£125000	523	275	50
<b>NOBLE</b>				
<b>M600 2dr coupé</b>	A new era for the Brit maker. Outrageous pace and handling	★★★★★		
4.4 V8	£200000	650	-	-
<b>PEUGEOT</b>				
<b>ION 5dr hatch</b>	Good electric powertrain, comically expensive	★★★★☆		
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
<b>108 3dr hatch</b>	Sister car to the Aygo. And distant second to most city car rivals	★★★★☆		
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	7
1.0 Active S-S	£9845	68	88	6
1.0 Active S-S Top	£10845	68	88	7
1.2 VTi Allure	£11095	81	99	11
1.2 VTi Allure Top	£12095	81	99	11
1.2 VTi Feline	£11945	81	99	11
<b>108 5dr hatch</b>	Sister car to the Aygo. And distant second to most city car rivals	★★★★☆		
1.0 Active	£9995	68	95	6
1.0 Active S-S	£10995	68	95	7
1.0 Active S-S Top	£10245	68	88	6
1.0 Active S-S Top	£11245	68	88	7
1.2 VTi Allure	£11495	81	99	11
1.2 VTi Allure Top	£12495	81	99	11
1.2 VTi Feline	£12345	81	99	11
<b>208 3dr hatch</b>	Big improvement for Peugeot, if not the supermini class	★★★★☆		
1.0 VTi Access	£10195	67	99	5
1.0 VTi Access +	£11445	67	99	6
1.0 VTi Active	£12395	67	99	6
1.2 VTi Access +	£11945	81	104	8
1.2 VTi Active	£12895	81	104	8
1.2 VTi Allure	£14295	81	104	8
1.2 VTi Style	£13645	81	104	11
1.6 THP 156 XY	£18150	154	135	26
1.6 THP 200 GTi	£19100	197	139	30
1.4 HDi Access+	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20
<b>208 5dr hatch</b>	Big improvement for Peugeot, if not the supermini class	★★★★☆		
1.0 VTi Access	£10795	67	99	5
1.0 VTi Access +	£12045	67	99	6
1.0 VTi Active	£12995	67	99	6
1.2 VTi Active	£13495	81	104	8
1.2 VTi Access +	£12545	81	104	8
1.2 VTi Allure	£14695	81	104	8
1.2 VTi Style	£14245	81	104	11
1.6 Vti Allure auto	£16850	118	149	14
1.6 VTi Feline	£17245	118	129	14
1.4 HDi Access+	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 Feline	£18695	113	99	19
<b>308 5dr hatch</b>	Thoughtfully developed and very well appointed but still no class leader	★★★★☆		
1.2 PureTech 82 Access	£14995	81	117	9
1.2 PureTech 110 Active	£17945	108	105	13
1.2 PureTech 110 Allure	£19145	81	107	13
1.2 PureTech 110 Sportium	£17445	108	105	11
1.2 PureTech 130 Active	£18695	128	107	14
1.2 PureTech 130 Allure	£19895	128	110	15
1.2 PureTech 130 GT Line	£21445	128	110	16
1.6 THP 205 GT	£24095	202	130	26
1.6 HDi 92 Access	£16945	91	93	15
1.6 HDi 92 Active	£18645	91	93	15
1.6 Blue HDi 120 Active	£19845	118	82	22
1.6 Blue HDi 120 Allure	£21045	118	84	24
1.6 HDi 115 Active	£19445	113	95	18
1.6 HDi 115 Allure	£20645	113	100	18
1.6 HDi 115 GT Line	£22195	113	100	18
2.0 Blue HDi 150 Allure	£21945	148	97	25
2.0 Blue HDi 150 GT Line	£23495	148	97	26
2.0 Blue HDi 180 GT	£25945	178	103	29
<b>308 SW 5dr estate</b>	Thoughtfully developed and very well appointed but still no class leader	★★★★☆		
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Active	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	81	111	13
1.2 PureTech 130 Active	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 BlueHDi 120 Active	£20745	118	85	20
1.6 BlueHDi 120 Allure	£21945	118	88	21
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	99	15
1.6 HDi 92 Active	£19545	91	99	15
1.2 PureTech 130 GT Line	£22345	128	115	16
1.6 HDi 115 GT Line	£23095	113	100	18
2.0 BlueHDi 150 Allure	£22845	148	105	24
2.0 BlueHDi 150 GT Line	£24395	148	105	26
2.0 BlueHDi 180 GT	£26845	178	107	29
<b>508 4dr saloon</b>	Very competent and likeable package. 163 HDi the best	★★★★☆		
2.2 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22195	113	109	24
1.6 e-HDi 115 Allure Nav	£24295	113	111	25
2.0 HDi 140 Active Nav	£22595	140	115	27
2.0 HDi 140 Allure Nav	£24695	140	119	28
2.0 BlueHDi 150 Allure Nav	£25795	148	101	30
2.0 HDi 163 Allure Nav auto	£26595	161	140	30
2.0 HDi Hybrid4 Allure Nav	£31995	200	91	36
<b>508 SW 5dr estate</b>	As good as saloon, only better looking	★★★★☆		
1.6 e-HDi 115 Active Nav	£23395	113	110	24
1.6 e-HDi 115 Allure Nav	£25695	113	112	25
2.0 BlueHDi 150 Allure Nav	£27195	148	102	30
2.0 HDi 140 Active Nav	£23795	140	120	27
2.0 HDi 140 Allure Nav	£26095	140	125	28
2.0 HDi 163 Allure Nav auto	£27995	161	144	30
2.2 HDi 200 GT	£32045	201	144	37
<b>2008 5dr hatch</b>	Efficient and well-mannered but short on space and style	★★★★☆		
1.2 VTi 82 Access +	£13195	81	114	10
1.2 VTi 82 Active	£14295	81	114	11
1.2 VTi 82 Allure	£15595	81	114	11
1.6 VTi 120 Allure	£16750	118	135	20
1.6 VTi 120 Feline Calima	£18150	118	135	19
1.6 VTi 120 Feline Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Feline Calima	£19145	91	103	17
1.6 e-HDi 92 Feline Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Feline Calima SS	£19745	113	105	20
1.6 e-HDi 115 Feline Mistral S	£20045	113	105	20
<b>3008 5dr mpv</b>	Good handling and flexible cabin. Split tailgate a useful touch	★★★★☆		
2.0 HDi 163 Allure Au	£25505	161	145	23
1.6 VTi 120 Access	£17550	118	155	17
1.6 VTi 120 Active	£19250	118	155	17
1.6 VTi 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	154	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£21645	113	110	18
1.6 e-HDi 115 Allure EGC	£23595	113	112	17
2.0 HDi FAP 150 Active	£21000	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	22
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31
<b>5008 5dr mpv</b>	Well resolved ride and handling with a useful 7-seat interior	★★★★☆		
1.6 VTi 120 Access	£19350	118	159	13
1.6 VTi 120 Active	£21100	118	159	15
1.6 VTi 120 Allure	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	113	16
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Access	£21045	113	124	16
1.6 HDi 115 Active	£22745	113	128	17
1.6 HDi 115 Allure	£24550	113	135	16
2.0 HDi 150 Active	£23750	148	138	20
2.0 HDi 163 Active auto	£24950	161	149	20
2.0 HDi 150 Allure	£25550	148	140	20
2.0 HDi 163 Allure auto	£26750	161	149	19
<b>RCZ 2dr coupé</b>	Classy, interesting, fun coupe. Peugeot's got its mojo back	★★★★☆		
1.6 THP 156 Sport	£22350	154	149	27
<b>1.6 THP 156 GT</b>	£24750	154	149	28
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDi 163 Sport	£24200	161	130	29
2.0 HDi 163 GT	£26600	161	130	30
<b>PORSCHE</b>				
<b>BOXSTER 2dr open</b>	Honed, toned and cosmetically enhanced. Scarily brilliant	★★★★★		
2.7	£40098	261	195	40
3.4 S	£48553	311	211	43
3.4 GTS	£54567	326	211	44
<b>CAYMAN 2dr coupé</b>	Roof seals the deal. A five-star car by any measure	★★★★★		
2.7	£40239	271	195	37
3.4 S	£49478	320	211	41
3.4 GTS	£56092	335	211	43
<b>911 2dr coupé</b>	The best just got better. Still more than worthy of its iconic status	★★★★★		
3.4 Carrera	£74204	345	211	46
3.4 Carrera 4	£79060	345	218	46
3.8 Carrera S	£84240	395	223	47
3.8 Carrera 4S	£89325	395	233	48
3.8 Turbo	£121523	514	227	48
3.8 Turbo S	£143045	552	227	48
3.8 GT3	£101695	468	289	48
<b>911 CABRIOLET 2dr open</b>	The best just got better. Still more than worthy of its iconic status	★★★★★		
3.4 Carrera	£82864	345	216	49
3.8 Carrera S	£93129	395	228	50
3.4 Carrera 4	£87720	345	223	49
3.4 Targa 4	£87720	345	2	



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.8 TSI 160 SE	£21730	158	158	25
1.8 TSI 160 Eleg. DSG	£25750	158	162	26
3.6 V6 FSI Eleg. 4WD	£30660	256	215	34
3.6 V6 FSI Laurin and Klement	£32780	256	215	34
1.6 TDI 105 S Greenline	£20200	103	109	17
1.6 TDI 105 SE Greenline	£21665	103	109	17
1.6 TDI 105 Eleg. Greenline	£23990	103	109	17
1.6 TDI 105 S	£19890	103	117	17
2.0 TDI 140 S	£20490	138	119	22
2.0 TDI 140 SE	£22130	138	119	23
2.0 TDI 140 Eleg. 4WD	£26430	138	137	22
2.0 TDI 140 Laurin and Klement	£26960	138	119	24
2.0 TDI 140 Laurin Klement 4WD	£28550	138	137	23
2.0 TDI 170 SE	£23060	168	120	25
2.0 TDI 170 Eleg.	£25770	168	120	26
2.0 TDI 170 Laurin and Klement	£27890	168	120	26
<b>SUPERB 5dr estate</b> Enormous and brilliant. A cut-price E-class for the masses <b>★★★★☆</b>				
1.4 TSI S	£19815	123	142	19
1.6 TDI 105 S	£21015	103	119	17
1.6 TDI 105 S Greenline	£21325	103	113	17
1.6 TDI 105 SE Business Greenline	£21905	103	113	17
1.6 TDI 105 SE Greenline	£22945	103	113	17
1.8 TSI 160 Eleg. DSG	£27030	158	164	26
1.8 TSI 160 SE	£23010	158	160	25
2.0 TDI 140 Eleg.	£26120	138	119	23
2.0 TDI 140 Eleg. 4x4	£27710	138	139	22
2.0 TDI 140 Laurin and Klement	£28890	138	119	24
2.0 TDI 140 Laurin Klement 4x4	£30480	138	139	23
2.0 TDI 140 Outdoor 4x4	£27000	138	139	23
2.0 TDI 140 Outdoor Plus 4x4	£28000	138	139	23
2.0 TDI 140 S	£21615	138	119	22
2.0 TDI 140 SE	£23410	138	119	23
2.0 TDI 140 SE Business	£22370	138	119	22
2.0 TDI 170 Eleg.	£27050	168	122	26
2.0 TDI 170 Eleg. 4x4	£29950	168	149	25
2.0 TDI 170 Laurin and Klement	£29820	168	122	26
2.0 TDI 170 Laurin&Klement 4x4	£32720	168	149	25
2.0 TDI 170 Outdoor 4x4	£29240	168	149	25
2.0 TDI 170 Outdoor Plus 4x4	£30240	168	149	25
2.0 TDI 170 SE	£24340	168	122	25
2.0 TDI 170 SE 4x4	£27240	168	149	24
3.6 V6 FSI Eleg. 4WD	£31940	256	217	34
3.6 V6 FSI Laurin and Klement	£34710	256	217	34
1.6 TDI 105 Eleg. Greenline	£25375	103	113	17
<b>ROOMSTER 5dr mpv</b> Quirky looks, talented package, awkward image <b>★★★★☆</b>				
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S Auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TDI 75 Greenline II	£16325	74	109	9
1.6 TDI CR 90 SE	£15415	89	124	11
1.6 TDI CR 90 Scout	£15965	89	124	11
1.6 TDI CR 105 SE	£15640	104	124	13
1.6 TDI CR 105 Scout	£16190	104	124	13
<b>YETI 5dr 4x4</b> Useful, versatile cabin. Good handling and engines <b>★★★★☆</b>				
1.6 TDI 105 Outdoor SE B'nes G	£19915	103	119	14
2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14
2.0 TDI 140 Outdoor SE B'ness 4	£22230	138	152	18
1.2 TSI 105 S	£16915	103	142	13
1.2 TSI 105 Outdoor S	£16915	103	142	13
1.2 TSI 105 SE	£18425	103	142	13
1.2 TSI 105 Outdoor SE	£18425	103	142	13
1.2 TSI 105 Eleg.	£20250	103	142	14
1.2 TSI 105 Outdoor Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor L&K 4WD	£25940	158	184	22
1.6 TDI 105 S GreenLine II	£18405	103	119	14
1.6 TDI 105 Outdoor S GreenLin	£18405	103	119	14
1.6 TDI 105 SE GreenLine II	£19915	103	119	14
1.6 TDI 105 Outdoor SE GreenLi	£19915	103	119	14
1.6 TDI 105 Eleg. GreenLine	£21675	103	119	14
1.6 TDI 105 Outdoor Eleg.	£21675	103	119	14
2.0 TDI 110 S	£18255	109	134	14
2.0 TDI 110 Outdoor S	£18255	109	134	14
2.0 TDI 110 Outdoor S 4WD	£19895	109	154	14
2.0 TDI 110 SE	£19765	109	134	14
2.0 TDI 110 Outdoor SE	£19765	109	134	14
2.0 TDI 110 Eleg.	£21590	109	134	14
2.0 TDI 110 Outdoor Eleg.	£21590	109	134	14
2.0 TDI 140 Outdoor SE 4WD	£22230	138	152	18
2.0 TDI 140 Outdoor Eleg. 4WD	£24165	138	152	19
2.0 TDI 140 Outdoor L&K 4WD	£27495	138	164	19
2.0 TDI 170 Outdoor Eleg. 4WD	£24840	168	149	22
2.0 TDI 170 Outdoor L&K 4WD	£27070	168	149	22
<b>SMART</b>				
<b>FORTWO 3dr hatch</b> A better Fortwo than ever, but there's no new reason to buy it <b>★★★★☆</b>				
0.9 90 Passion	£11720	89	97	-
0.9 90 Prime	£12415	89	97	-
0.9 90 Proxy	£12415	89	97	-
1.0 70 Passion	£11125	70	93	-
1.0 70 Prime	£11820	70	93	-
1.0 70 Proxy	£11820	70	93	-
<b>FORFOUR 5dr hatch</b> Four doors makes the smart more mainstream. Still expensive, though <b>★★★★☆</b>				
1.0 70 Passion	£11620	70	97	-
1.0 70 Prime	£12315	70	97	-
1.0 70 Proxy	£12315	70	97	-
1.0 70 Edition 1	£13365	70	97	-
0.9 90 Passion	£12215	89	99	-
0.9 90 Prime	£12910	89	99	-
0.9 90 Proxy	£12910	89	99	-
0.9 90 Edition 1	£14315	89	99	-
<b>SSANGYONG</b>				
<b>KORANDO 5dr hatch</b> Good for a Ssangyong, poor by class standards <b>★★★☆☆</b>				
2.0d SE 2WD	£14995	147	147	19
2.0d SE4 4WD	£16495	147	157	19
2.0d ELX4 4WD	£19995	173	157	19
<b>REXTON W 5dr 4x4</b> Rugged seven-seater makes short work of mud. Tarmac more tricky <b>★★★☆☆</b>				
2.0 SX	£21995	155	196	-
2.0 EX	£24495	155	196	-
<b>TURISMO 5dr mpv</b> Incredibly ungainly, but offers huge real estate for the money <b>★★★☆☆</b>				
2.0D S	£17995	155	199	27
2.0D ES	£19995	155	199	27
2.0D EX	£23995	155	212	29
<b>SUBARU</b>				
<b>FORESTER 5dr 4x4</b> Solid, spacious and willfully unsexy <b>★★★★☆</b>				
2.0i XE	£25495	147	160	23
2.0i XE Premium	£27495	147	160	23
2.0i XT Turbo CVT	£30995	237	197	34
2.0d X	£24995	145	150	24
2.0d XC	£26995	145	156	25
2.0d XC Premium	£29495	145	156	25
<b>XV 5dr 4x4</b> No nonsense crossover doesn't quite make enough sense <b>★★★★☆</b>				
2.0i SE	£21995	148	160	21
2.0i SE Premium	£23995	148	160	22
<b>2.0D SE</b> <b>£23995 144 146 26</b>				
2.0D SE Premium	£25995	144	146	27
<b>OUTBACK ESTATE 5dr 4x4</b> Acceptable in isolation but no benchmark <b>★★★★☆</b>				
2.5i SE Lineartronic	£28495	163	161	19
2.5i SE Premium Lineartronic	£31495	163	161	20
2.0D SE	£27995	148	145	22
2.0D SE Premium	£30995	148	145	23
<b>WRX STI 4dr saloon</b> Appealingly old fashioned and behind the times all at once <b>★★★★☆</b>				
2.5 STI	£28995	296	242	40
<b>BRZ 2dr coupé</b> The GT-86's half brother looks just as good in Subaru blue. Cheaper, too <b>★★★★☆</b>				
2.0i SE	£22495	197	181	30
2.0i SE Lux	£23995	197	181	31
<b>SUZUKI</b>				
<b>ALTO 5dr hatch</b> Energetic, frugal three-pot is great fun. Noisy but endearing <b>★★★★☆</b>				
1.0 SZ	£1799	67	99	4
<b>SPLASH 5dr hatch</b> Lots of space and fun to drive but not cheap <b>★★★★☆</b>				
1.0 SZ2	£9599	68	109	7
1.0 SZ3	£10319	68	109	7
1.2 SZ3	£10799	93	118	11
1.2 SZ4	£11879	93	118	11
<b>SWIFT 3dr hatch</b> Cute looks and rewarding handling. Sport is excellent fun <b>★★★★☆</b>				
1.2 SZ2	£8999	93	116	11
1.2 SZ3	£10599	93	116	11
1.2 SZ4	£11699	93	116	11
1.6 Sport	£13999	134	147	19
<b>SWIFT 5dr hatch</b> Cute looks and rewarding handling. Sport is excellent fun <b>★★★★☆</b>				
1.2 SZ3 4x4	£12099	93	116	11
1.2 SZ4 4x4	£13699	93	116	11
1.2 SZ2	£9499	93	116	11
1.2 SZ3	£11099	93	116	11
<b>1.2 SZ4</b> <b>£12199 93 116 11</b>				
1.6 Sport	£14499	134	147	19
<b>KIZASHI 4dr saloon</b> Engaging dynamics perceptible through poor powertrain <b>★★★★☆</b>				
<b>2.4 Sport CVT 4WD</b> <b>£21995 176 191 26</b>				
<b>SX4 5dr 4x4</b> Well-priced junior soft-roader. Unsettled ride. Diesel is unrefined <b>★★★★☆</b>				
1.6 SZ3 2WD	£12595	118	141	18
1.6 SZ5 4WD	£15899	118	149	16
<b>SX4 S-CROSS 5dr hatch</b> Not class-leading, but a very worthy crossover also-ran <b>★★★★☆</b>				
1.6 SZ3	£13999	118	127	13
1.6 SZ-T	£17999	118	127	13
1.6 SZ5	£20249	118	127	14
1.6 SZ5 Allgrip	£22049	118	135	14
1.6 DDIS SZ3	£16999	118	110	20
1.6 DDIS SZ4	£17999	118	110	20
1.6 DDIS SZ-T	£19499	118	110	20
1.6 DDIS SZ-T Allgrip	£21299	118	114	18
1.6 DDIS SZ5	£21749	118	110	19
1.6 DDIS SZ5 Allgrip	£23549	118	114	19
<b>VITARA 5dr 4x4</b> Utterly worthy addition to the class. Drives better than most <b>★★★★☆</b>				
1.6 SZ5 Allgrip	£19799	118	123	-
1.6 SZ4	£13999	118	123	-
1.6 SZ-T	£15499	118	123	-
1.6 SZ5	£17999	118	123	-
1.6 DDIS SZ-T	£16999	118	106	-
1.6 DDIS SZ5	£19499	118	106	-
1.6 DDIS SZ5 Allgrip	£21299	118	106	-
<b>TESLA</b>				
<b>MODEL S 5dr hatch</b> Brings luxury, range and, critically, credibility to electric offerings <b>★★★★☆</b>				
60kWh	£56280	245	-	-
85kWh	£58680	416	-	-
85kWh Dual Motor	£62780	416	-	-
85kWh Performance	£79080	416	-	-
<b>TOYOTA</b>				
<b>AYGO 3dr hatch</b> Probably the best of its ilk, but we'd still pay the premium for a VW Up <b>★★★★☆</b>				
1.0 x	£8695	68	95	6
1.0 x-play	£9895	68	95	7
1.0 x-pressure	£11095	68	95	7
1.0 x-cite	£11295	68	95	7
1.0 x-clusiv	£11395	68	95	7
<b>AYGO 5dr hatch</b> Probably the best of its ilk, but we'd still pay the premium for a VW Up <b>★★★★☆</b>				
1.0 x	£9095	68	95	6
1.0 x-play	£10295	68	95	7
1.0 x-pressure	£11495	68	95	7
1.0 x-cite	£11695	68	95	7
1.0 x-clusiv	£1			



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6i VVT Tech Line	£18505	114	149	12	2.0T 250 SRI VX-Line	£22804	247	169	26	1.6 CDTi 136 Tech Line	£17175	134	116	7	1.4 TSI 150 GT ACT	£23615	148	112	15
2.0 CDTi 165 Elite S-S	£25275	162	124	20	2.0T 250 Elite	£23964	247	169	26	1.7 CDTi 110 Excl. AC Au	£21515	109	160	12	2.0 TSI 220 GTI	£27500	217	139	29
2.0 CDTi 165 Tech Line S-S	£221015	162	124	20	2.0 CDTi 120 Design	£19084	118	99	15	1.7 CDTi 110 S AC Au	£20850	109	160	12	1.6 TDI 105 S	£19800	103	99	12
1.6i VVT SRI	£20600	114	149	12	2.0 CDTi 120 Energy	£22454	118	99	16	1.7 CDTi 110 S auto	£20995	109	160	12	1.6 TDI 105 Match	£20735	103	99	13
2.0 CDTi 165 SRI S-S	£23840	162	124	21	2.0 CDTi 120 SRI	£20884	118	99	15	1.7 CDTi 110 SE AC Au	£22505	109	160	12	2.0 TDI 150 Match	£22670	148	106	18
2.0 CDTi 195 BiTurbo S-S	£25220	192	134	21	2.0 CDTi 120 SRI VX-Line	£22104	118	99	16	1.4i VVT 100 Energy AC	£17865	99	140	7	2.0 TDI 150 GT	£24120	148	109	17
<b>ASTRA GTC 3dr coupé</b>	Good looking three-door hatch with the dynamics to match	★★★★☆			2.0 CDTi 120 SE	£20884	118	99	15	1.4i VVT 100 Tech Line AC	£13999	99	140	7	2.0 TDI 184 GTD	£26935	181	112	26
1.4T 16v 140 Sport auto	£21570	118	159	16	2.0 CDTi 120 Elite	£23264	118	99	16	1.4i VVT 100 SE	£18710	99	140	8	<b>GOLF 5dr hatch</b>	The complete package. Reassuringly expensive	★★★★☆		
1.4T 16v 140 SRI auto	£22795	118	159	16	2.0 CDTi 140 Design	£19334	138	99	18	1.4T 120 Exclusiv AC	£18595	118	139	14	1.6 TDI 90 S	£19650	89	98	10
1.6T 200 Sport S-S	£21595	202	168	25	2.0 CDTi 140 Energy	£22704	138	99	19	1.4T 120 SE	£19440	118	139	14	2.0 TSI 300 R	£31475	296	165	34
1.6T 200 SRI S-S	£22820	202	168	25	2.0 CDTi 140 SRI	£21134	138	99	19	1.4T 140 Exclusiv AC	£19425	138	149	14	1.4 TSI 115 BEV	£31325	114	0	15
2.0 CDTi 165 Sport auto	£23780	163	149	20	2.0 CDTi 140 SRI VX-Line	£22354	138	99	19	<b>1.4T 140 SE</b>	£20270	138	149	14	1.2 TSI 85 S	£18250	84	113	7
2.0 CDTi 165 SRI auto	£25005	163	149	20	2.0 CDTi 140 SE	£21134	138	99	19	1.3 CDTi 75 Energy AC	£19225	74	124	5	1.2 TSI 105 S	£18840	104	114	11
1.4T 16v 120 Sport S-S	£19355	118	139	13	2.0 CDTi 140 Tech Line	£21984	138	99	19	1.3 CDTi 75 Tech Line AC	£15740	74	124	5	1.4 TSI 122 S	£19600	121	123	14
1.4T 16v 140 Sport S-S	£20245	138	139	16	2.0 CDTi 140 Elite	£23514	138	99	19	1.6 CDTi 95 S-S Exclusiv	£20405	94	105	7	1.4 TSI 122 Match	£20535	121	123	15
1.4T 16v 140 Sport S-S	£20245	138	139	16	2.0 CDTi 170 Design	£20334	168	114	20	1.6 CDTi 110 S-S SE	£21570	108	99	-	1.4 TSI 150 GT ACT	£24270	148	112	15
1.4T 16v 120 SRI S-S	£21070	118	139	14	2.0 CDTi 170 Design Nav	£21184	168	114	20	<b>ZAFIRA TOURER 5dr mpv</b>	Super-stylish, but lacks sliding rear doors	★★★★☆			1.4 TSI 150 GT ACT DSG	£25685	148	113	15
1.4T 16v 140 SRI S-S	£21470	138	139	16	2.0 CDTi 170 Energy	£23704	168	114	20	1.6 CDTi 136 Elite S-S	£28780	134	109	16	1.4 TSI 210 GT	£29285	208	169	29
2.0T 280 VXR	£27620	276	189	35	2.0 CDTi 170 SRI	£22134	168	114	20	1.6 CDTi 136 SRI S-S	£27300	134	109	16	2.0 TSI 210 R-Line	£29935	208	169	29
2.0 CDTi GTC Sp. 165	£22300	163	127	20	2.0 CDTi 170 SRI VX-Line	£23354	168	114	20	1.4T 140 Tech Line	£20875	138	154	16	2.0 TDI 140 BMT	£26115	138	119	23
2.0 CDTi GTC SRI 165	£23525	163	127	20	2.0 CDTi 170 SRI VX-Line Nav	£24204	168	114	20	1.4T 140 Exclusiv	£23100	138	154	16	2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 CDTi 195 BiTurbo S-S	£24520	192	129	-	2.0 CDTi 170 SE	£22134	168	114	20	1.4T 140 SRI	£24450	138	154	15	2.0 TDI 177 BMT R-Line	£30470	177	120	28
<b>CASCADA 2dr open</b>	Comfortable and credible alternative to the usual ragtops	★★★★☆			2.0 CDTi 170 Tech Line	£22984	168	114	20	1.4T 140 SE	£24485	138	154	15	<b>EOS 2dr cc</b>	Pleasant and predictable drive. Feeling old now	★★★★☆		
1.6T 200 200 Elite	£29510	202	168	24	2.0 CDTi 170 Elite	£24514	168	114	20	1.4T 140 SE	£24485	138	154	15	1.4 TSI 160 Sport	£27610	158	157	24
1.6T 200 SE	£26615	202	168	24	2.0 CDTi 170 Elite Nav	£25364	168	114	20	1.4T 140 ES	£25965	138	154	16	2.0 TSI 210 Sport	£29610	208	165	30
1.4T 140 SE S-S	£24500	138	148	20	2.0 CDTi 195 Biturbo SRI	£24954	192	125	24	1.8i 140 Tech Line	£21760	138	169	14	2.0 TDI Blue Tech Sp.	£28185	138	125	23
1.4T 140 Elite S-S	£27875	138	148	21	2.0 CDTi 195 BiturboElite auto	£25179	192	149	24	1.8i 140 Exclusiv	£22800	138	169	14	2.0 TDI Blue Tech Exec.	£31325	138	125	23
1.6T SIDI 170 SE Au	£27600	168	168	24	<b>INSIGNIA SPORTS TOURER 5dr estate</b>	Nearly as good as a Mondeo. Inert steering	★★★★☆			1.6 CDTi 136 Tech Line	£23690	134	109	16	<b>SCIROCCO 3dr coupé</b>	A complete coupe. Entertaining, practical and stylish	★★★★☆		
1.6T SIDI 170 Elite Au	£30495	168	168	24	1.6T 170 Elite Nav	£25564	168	146	20	1.6 CDTi 136 Exclusiv	£25915	134	109	16	1.4 TSI 125	£20735	123	125	22
2.0 CDTi 165 SE S-S	£26480	163	138	23	1.4T 140 Design Nav	£20029	138	131	15	1.6 CDTi 136 SE	£27300	134	109	16	1.4 TSI 125 GT	£22585	123	125	23
2.0 CDTi 165 Elite S-S	£28580	163	138	23	1.4T 140 Design S-S	£19179	138	131	15	2.0 CDTi 130 ES	£23460	129	137	15	2.0 TSI 180	£22790	178	142	31
2.0 CDTi 195 BiTurbo Elite S-S	£30065	192	138	27	1.4T 140 Energy S-S	£22634	138	131	15	2.0 CDTi 130 Tech Line	£22275	129	137	15	2.0 TSI 220 GT	£26125	217	142	37
<b>INSIGNIA 5dr hatch</b>	Nearly as good as a Mondeo. Inert steering	★★★★☆			1.6T 170 Elite Nav	£25564	168	146	20	2.0 CDTi 130 Exclusiv	£24500	129	137	15	2.0 TSI 220 R-line	£25195	217	139	37
1.4T 140 SRI Nav	£20394	138	123	15	1.6T 170 Elite S-S	£24714	168	146	20	2.0 CDTi 130 SRI	£25850	129	137	15	2.0 TSI 280 R	£32580	276	187	42
1.6T 170 Elite Nav	£24229	168	139	20	2.0 CDTi 120 Design	£20384	118	104	15	2.0 CDTi 130 SE	£25885	129	137	15	2.0 TDI 150	£23455	148	109	27
1.8i VVT Design Nav	£17679	138	164	14	2.0 CDTi 120 Design Nav	£21234	118	104	15	2.0 CDTi 130 Elite	£27365	129	137	15	2.0 TDI 150 GT	£25305	148	109	28
1.8i VVT SRI Nav	£19479	138	164	14	2.0 CDTi 120 Elite	£24564	118	104	16	2.0 CDTi 170 Exclusiv	£26115	168	129	19	2.0 TDI 150 R-line	£27375	148	109	28
2.0 CDTi 120 Design Nav	£19934	118	99	15	2.0 CDTi 120 Elite Nav	£25414	118	104	16	2.0 CDTi 170 Tech Line	£23890	168	129	19	2.0 TDI 184 GT	£26305	181	115	31
2.0 CDTi 120 Elite Nav	£24114	118	99	16	2.0 CDTi 120 SRI Nav	£23034	118	104	15	2.0 CDTi 170 SRI	£27530	168	129	19	2.0 TDI 184 R-line	£28375	181	115	31
2.0 CDTi 120 SRI Nav	£21734	118	99	15	2.0 CDTi 120 Tech Line	£23034	118	104	15	2.0 CDTi 170 SE	£27500	168	129	19	<b>PASSAT 4dr saloon</b>	Supremely well-executed family-sized saloon	★★★★☆		
2.0 CDTi 120 SRI VX-Line Nav	£22954	118	99	16	2.0 CDTi 120 Elite Nav	£25414	118	104	16	2.0 CDTi 170 Elite	£29045	168	129	19	1.6 TDI 120 S	£22320	118	105	15
2.0 CDTi 130 Design	£18244	128	112	16	2.0 CDTi 130 Design Nav	£20394	129	104	16	<b>MOKKA 5dr hatch</b>	Compact and competent, but short on persuasive quality	★★★★☆			1.4 TSI 125 S	£20975	121	125	16
2.0 CDTi 130 Design Nav	£19094	128	112	16	2.0 CDTi 130 Energy	£22914	129	104	16	1.6i 115 Tech Line S-S	£16474	114	153	5	1.4 TSI 125 SE	£21910	121	125	14
2.0 CDTi 130 Energy	£22164	128	112	16	2.0 CDTi 140 Design	£20634	138	104	19	1.6i 115 Exclusiv S-S	£18539	114	153	6	1.4 TSI 150 SE	£25370	148	130	18
2.0 CDTi 130 SE	£20044	128	112	16	2.0 CDTi 140 Design Nav	£21484	138	104	19	1.6i 115 SE S-S	£21039	114	153	7	1.6 TDI 90 S	£21025	89	101	11
2.0 CDTi 130 SRI	£20044	128	112	16	2.0 CDTi 140 Elite	£24814	138	104	19	1.4T 140 Tech Line 2WD S-S	£17214	138	139	11	1.6 TDI 110 S	£21980	110	101	13
2.0 CDTi 130 SRI Nav	£20894	128	112	16	2.0 CDTi 140 Elite Nav	£25664	138	104	19	1.4T 140 Tech Line 4x4 S-S	£18774	138	149	11	1.6 TDI 110 BlueMotion	£23285	110	98	13
2.0 CDTi 130 SRI VX-Line	£21264	128	112	16	2.0 CDTi 140 Energy	£24004	138	104	19	1.4T 140 Exclusiv 2WD S-S	£19214	138	139	12	1.6 TDI 110 SE	£22915	110	101	11
2.0 CDTi 130 SRI VX-Line Nav	£22114	128	112	16	2.0 CDTi 140 SE	£22434	138	104	19	1.4T 140 Exclusiv 4x4 S-S	£20934	138	149	12	2.0 TDI 150 SE	£24280	148	112	17
2.0 CDTi 140 Design Nav	£20184	138	99	18	2.0 CDTi 140 SRI	£22434	138	104	19	1.4T 140 Exclusiv 4x4 S-S	£20934	138	149	12	2.0 TDI 150 GT	£25875	148	115	17
2.0 CDTi 140 Elite Nav	£24364	138	99	19	2.0 CDTi 140 SRI Nav	£23284	138	104	19	1.4T 140 SE 2WD S-S	£21714	138	139	13	<b>JETTA 4dr saloon</b>	Big boot, pleasant dynamics and good pricing. A bit dull	★★★★☆		
2.0 CDTi 140 SRI Nav	£21984	138	99	19	2.0 CDTi 140 SRI VX-Line	£23654	138	104	19	1.4T 140 SE 4x4 S-S	£23434	138	149	13	1.4 TSI 125 S	£18895	123	125	18
2.0 CDTi 140 SRI Nav	£21984	138	99	19	2.0 CDTi 140 SRI VX-Line Nav	£24504	138	104	19	1.7 CDTi 130 Tech Line S-S	£18224	129	120	12	1.4 TSI 125 SE	£20225	123	125	18
2.0 CDTi 140 SRI VX-Line Nav	£23204	138	99	19	2.0 CDTi 140 Tech Line	£23284	138	104	19	1.7 CDTi 130 Exclusiv S-S	£20224	129	120	13	1.4 TSI 150 SE	£20930	148	123	21
2.0 CDTi 170 SRI Nav	£22134	168	114	20	2.0 CDTi 163 Country Nav 4x4	£28304	161	147	20	1.7 CDTi 130 SE S-S	£22724	129	120	14	1.4 TSI 150 GT	£21795	148	123	21
2.0 CDTi 195 Biturbo SRI Nav	£25804	192	125	24	2.0 CDTi 195 Biturbo Elite aut	£28819	192	159	24	1.7 CDTi 130 Tech Line 4x4 S-S	£19924	129	129	12	2.0 TDI 110 S	£20175	109	105	14
2.0 CDTi 195 BiturboEliteNav aut	£28359	192	149	24	2.0 CDTi 195 Biturbo SRI	£26254	192	129	24	1.7 CDTi 130 Exclusiv 4x4 S-S	£21924	129	129	13	2.0 TDI 110 SE	£21505	109	105	15
2.0 CDTi 195BiTurboSRI Vx-LnNav	£27024	192	125	24	2.0 CDTi 195 Biturbo SRI Vx-L	£27474	192	129	24	1.7 CDTi 130 SE 4x4 S-S	£24424	129	129	14	2.0 TDI 110 GT	£22370	109	105	15
2.0T 250 Elite Nav	£24814	247	169	26	2.0 CDTi 195 Biturbo SRI Vx-L	£27474	192	129	24	<b>ANTARA 5dr 4x4</b>	Stylish interior blunts usability. Poor residuals	★★★★☆			2.0 TDI 150 SE	£22505	148	109	22</



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>PHAEON 4dr saloon</b> Big VW feels old now, and struggles to justify its price ★★☆☆☆					1.6 T2 120 SE Lux Nav	£23520	118	124	20	2.0 D4 SE S-S	£28645	178	99	27	2.0 D4 SE Nav S-S	£32220	178	104	28
<b>3.0 V6 TDI 240 SWB</b> ★★★★★	£55550	236	224	45	1.6 T2 120 R-Design	£21495	118	124	19	2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31	2.4 D5 SE Lux S-S	£36835	212	120	31
<b>3.0 V6 TDI 240 LWB</b> ★★★★★	£58110	236	224	45	1.6 T2 120 R-Design Nav	£22295	118	124	19	2.4 D5 R-Design Nav S-S	£32895	212	119	30	<b>XC60 5dr 4x4</b> Lovely, usable and attractive interior. ★★★★★				
<b>TOURAN 5dr mpv</b> Good chassis but little inspiration. ★★★★★					1.6 T2 120 R-Design Lux Nav	£23970	118	124	21	2.4 D5 SE Lux Nav S-S	£33695	212	119	30	Newer engines keep it fresh ★★★★★				
<b>Bland appearance</b> ★★★★★					1.6 T3 150 ES	£20945	148	124	20	1.6 T3 Business Edition S-S	£21005	148	135	21	3.0 T6 R-Design Lux Nav AWD	£43720	300	249	37
<b>2.0 TDI 177 Sport</b> ★★★★★	£28500	177	150	24	1.6 T3 150 ES Nav	£21945	148	124	21	1.6 T3 SE S-S	£26005	148	135	22	2.0 D4 SE S-S	£31660	178	117	28
<b>1.2 TSI 105 S</b> ★★★★★	£19940	104	149	12	1.6 T3 150 SE	£22670	148	124	21	1.6 T3 R-Design S-S	£27505	148	135	23	2.0 D4 SE Nav S-S	£32460	178	117	28
<b>1.4 TSI 140 SE</b> ★★★★★	£23750	138	159	18	1.6 T3 150 SE Nav	£23470	148	124	21	1.6 D2 Business Edition S-S	£21745	113	103	17	2.0 D4 SE Lux S-S	£34360	178	117	29
<b>1.6 TDI 105 Blue Tech S</b> ★★★★★	£21750	104	121	14	1.6 T3 150 SE Lux Nav	£25470	148	124	22	2.0 D3 Business Edition S-S	£22395	134	114	22	2.0 D4 SE Lux Nav S-S	£35160	178	117	29
<b>1.6 TDI 105 BlueTech SE</b> ★★★★★	£23855	104	121	14	1.6 T3 150 R-Design	£23445	148	124	20	2.0 D3 SE S-S	£27795	134	114	23	2.0 D4 R-Design S-S	£32935	178	117	28
<b>2.0 TDI 140 Blue Tech SE</b> ★★★★★	£25620	138	127	19	1.6 T3 150 R-Design Nav	£24245	148	124	21	2.0 D3 SE Lux S-S	£30095	134	114	24	2.0 D4 R-Design Nav S-S	£33735	178	117	28
<b>2.0 TDI 140 BlueTech Sp.</b> ★★★★★	£27080	138	127	19	1.6 T3 150 R-Design Lux Nav	£25920	148	124	22	2.0 D3 R-Design S-S	£29295	134	114	23	2.0 D4 R-Design Lux S-S	£35560	178	117	29
<b>SHARAN 5dr mpv</b> Refined, flexible big MPV. Seat version is cheaper ★★★★★					1.6 T4 180 SE Lux Nav	£26970	177	129	26	2.0 D4 Business Edition S-S	£24045	178	99	26	2.0 D4 R-Design Lux Nav S-S	£36360	178	117	30
<b>2.0 TDI 177 SE</b> ★★★★★	£30730	177	152	23	1.6 T4 180 R-Design Lux Nav	£27420	177	129	26	<b>V60 5dr estate</b> Appealing cabin, nice looks and smooth drive. Too small ★★★★★				2.4 D4 SE AWD S-S	£33190	178	139	28	
<b>2.0 TDI 177 SEL</b> ★★★★★	£33630	177	152	23	1.6 T4 180 C-Country Lux Nav	£27970	177	129	24	1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20	2.4 D4 SE Nav AWD S-S	£33990	178	139	29
<b>1.4 TSI 150 S</b> ★★★★★	£25500	148	167	16	2.5 T5 254 R-Design Lux Nav	£31700	251	189	35	1.6 D2 R-Design Lux S-S	£32045	113	108	19	2.4 D4 SE Lux AWD S-S	£35890	178	139	30
<b>1.4 TSI 150 SE</b> ★★★★★	£27810	148	167	16	2.5 T5 254 C-Ctry Lux Nav AWD	£34100	251	194	30	1.6 D2 R-Design Lux S-S	£32045	113	108	18	2.4 D4 SE Lux Nav AWD S-S	£36690	178	139	30
<b>2.0 TSI 200 SEL DSG</b> ★★★★★	£33955	197	198	25	1.6 D2 115 ES	£22195	113	88	17	1.6 D2 R-Design Nav S-S	£30445	113	108	18	2.4 D4 R-Design AWD S-S	£34465	178	139	29
<b>2.0 TDI 115 S</b> ★★★★★	£26065	113	146	14	1.6 D2 115 ES Nav	£22195	113	88	17	1.6 D2 R-Design S-S	£29445	113	108	18	2.4 D4 R-Design Nav AWD S-S	£35265	178	139	29
<b>2.0 TDI 140 S</b> ★★★★★	£26815	138	146	18	1.6 D2 115 SE	£22720	113	88	17	1.6 D2 SE Lux Nav S-S	£31345	113	108	19	2.4 D4 R-Design Lux AWD S-S	£37090	178	139	30
<b>2.0 TDI 140 SE</b> ★★★★★	£29125	138	146	18	1.6 D2 115 SE Nav	£23520	113	88	17	1.6 D2 SE Lux S-S	£30345	113	108	19	2.4 D4 R-Design Lux Nav AWD S-S	£37890	178	139	30
<b>2.0 TDI 140 SEL</b> ★★★★★	£32025	138	146	18	1.6 D2 115 SE Lux	£24520	113	88	18	1.6 D2 SE Nav S-S	£28945	113	108	18	2.4 D5 SE Nav AWD S-S	£35990	178	139	30
<b>2.0 TDI 140 Exec</b> ★★★★★	£32275	138	146	18	1.6 D2 115 SE Lux Nav	£25520	113	88	18	1.6 D2 SE S-S	£27945	113	108	17	2.4 D5 SE Lux Nav AWD S-S	£38690	178	139	31
<b>TIGUAN 5dr 4x4</b> Dull but capable soft rider. Pricey, but good ride and handling ★★★★★					1.6 D2 115 R-Design	£23295	113	88	17	1.6 T3 R-Design Nav S-S	£29505	148	139	23	2.4 D5 R-Design Nav AWD S-S	£37265	178	139	30
<b>1.4 TSI 160 BMT Match 2WD</b> ★★★★★	£23955	158	156	21	1.6 D2 115 R-Design Lux Nav	£24295	113	88	17	1.6 T3 SE Nav S-S	£28005	148	139	22	2.4 D5 R-Design Lux Nav AWD S-S	£39890	178	139	31
<b>1.4 TSI 160 Match 4WD</b> ★★★★★	£25645	158	178	21	1.6 D2 115 R-Design Lux	£24970	113	88	18	2.0 D3 R-Design Lux Nav S-S	£33895	134	119	25	<b>XC70 5dr estate</b> Dull and unexceptional, but built to last ★★★★★				
<b>2.0 TDI 140 BMT Match 2WD</b> ★★★★★	£25150	138	138	18	1.6 D2 115 C-Country SE	£25970	113	88	18	2.0 D3 R-Design Lux S-S	£33095	134	119	25	2.0 D4 SE Nav S-S	£34470	178	117	28
<b>2.0 TDI 140 BMT Match 4WD</b> ★★★★★	£26920	138	150	19	1.6 D2 115 C-Country SE Nav	£23520	113	99	16	2.0 D3 SE Lux Nav S-S	£32195	134	119	24	2.4 D4 SE Lux 4WD S-S	£38350	161	139	30
<b>2.0 TDI 177 BMT Match 4WD</b> ★★★★★	£27925	175	151	23	1.6 D2 115 C-Country Lux	£24520	113	99	16	2.0 D3 SE Nav S-S	£29795	134	119	23	2.4 D5 SE Nav 4WD S-S	£39285	212	139	30
<b>2.0 TSI 180 Match 4WD</b> ★★★★★	£26485	178	198	24	1.6 D2 115 C-Country Lux Nav	£25520	113	99	17	2.0 D4 R-Design Lux Nav S-S	£35145	178	103	29	3.0 T6 SE Lux 4WD	£43180	300	248	37
<b>1.4 TSI 160 Blue Tech S</b> ★★★★★	£21960	158	156	18	2.0 D3 150 SE	£23770	148	114	22	2.0 D4 R-Design Lux S-S	£33945	178	103	29	2.4 D4 SE Nav	£36400	161	139	30
<b>1.4 TSI 160 S 4WD</b> ★★★★★	£23650	158	178	18	2.0 D3 150 SE Nav	£24570	148	114	22	2.0 D4 R-Design Nav S-S	£32545	178	103	28	2.4 D5 SE Lux 4WD S-S	£41235	212	139	31
<b>2.0 TSI 210 R-line 4WD</b> ★★★★★	£29180	208	199	22	2.0 D3 150 R-Design	£26570	148	114	23	2.0 D4 SE Lux S-S	£31345	178	103	28	<b>XC90 5dr 4x4</b> Volvo takes the fight to Land Rover - with seriously impressive results ★★★★★				
<b>2.0 TDI 110 BMT S 2WD</b> ★★★★★	£22605	109	138	14	2.0 D3 150 R-Design Lux Nav	£25345	148	114	22	2.0 D4 SE Lux Nav S-S	£33445	178	99	29	2.0 T6 320 Momentum	£49205	316	179	-
<b>2.0 TDI 140 BMT S 2WD</b> ★★★★★	£23155	138	138	17	2.0 D3 150 R-Design	£27020	148	114	23	2.0 D4 SE Nav S-S	£31045	178	99	28	2.0 T6 320 R-Design	£52845	316	179	-
<b>2.0 TDI 140 BMT S 4WD</b> ★★★★★	£24925	138	150	17	2.0 D3 150 C-Country SE	£24870	148	117	21	2.0 D4 SE S-S	£29845	178	99	27	2.0 T6 320 Inscription	£53745	316	179	-
<b>2.0 TDI 140 BMT Escape 4WD</b> ★★★★★	£27610	138	150	18	2.0 D3 150 C-Country SE Nav	£25670	148	117	21	2.0 D4 R-Design Lux Nav S-S	£36695	178	103	29	2.0 T8 Hybrid Momentum	£59955	395	59	-
<b>2.0 TDI 140 BMT R-line 4WD</b> ★★★★★	£28750	138	150	18	2.0 D3 150 C-Country Lux Nav	£27670	148	117	22	2.4 D5 R-Design Nav S-S	£34095	212	120	29	2.0 T8 Hybrid R-Design	£62855	395	59	-
<b>2.0 TDI 177 BMT R-line 4WD</b> ★★★★★	£29755	175	151	23	2.0 D4 190 SE	£24970	187	99	26	2.4 D5 SE Lux Nav S-S	£34995	212	120	30	2.0 T8 Hybrid Inscription	£63705	395	59	-
<b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness ★★★★★					2.0 D4 190 SE Nav	£25770	187	99	26	2.0 D3 Business Edition S-S	£22205	148	139	21	2.0 D5 225 Momentum	£45750	222	149	-
<b>3.0 V6 TDI 204 SE</b> ★★★★★	£43605	204	173	39	2.0 D4 190 SE Lux Nav	£27770	187	99	27	1.6 T3 SE S-S	£27205	148	139	22	2.0 D5 225 R-Design	£49285	222	152	-
<b>3.0 V6 TDI 204 R-line</b> ★★★★★	£46605	204	173	40	2.0 D4 190 R-Design	£25745	187	99	25	1.6 T3 R-Design S-S	£28705	148	139	23	2.0 D5 225 Inscription	£50185	222	152	-
<b>3.0 V6 TDI 262 SE</b> ★★★★★	£45405	258	174	42	2.0 D4 190 R-Design Lux Nav	£26545	187	99	25	3.0 T6 Polestar	£49785	346	237	38	<b>WESTFIELD</b>				
<b>3.0 V6 TDI 262 R-line</b> ★★★★★	£48405	258	174	42	2.0 D4 190 R-Design Lux Nav	£28220	187	99	26	1.6 D2 Business Edition S-S	£22945	113	108	17	<b>SPORT 2dr open</b> Entry-level Westfield. Sport Turbo very quick and fun ★★★★★				
<b>3.0 V6 TDI 262 Escape</b> ★★★★★	£45605	258	180	42	2.0 D4 190 C-Country SE Nav	£26870	187	112	24	2.0 D3 Business Edition S-S	£23995	134	119	22	1.6 T3 Sigma	£18999	135	171	-
<b>CARAVELLE 5dr mpv</b> Rugged workhorse to carry people ★★★★★					2.0 D4 190 C-Country Lux Nav	£28770	187	112	24	2.0 D3 SE S-S	£28995	134	119	23	1.6 T5 Sigma	£19999	155	-	-
<b>2.0 TDI 140 SE SWB</b> ★★★★★	£36006	138	189	25	<b>S60 4dr saloon</b> T6 is rapid, all-weather sports car, if a niche choice ★★★★★					2.0 D3 SE Lux S-S	£31395	134	119	24	1600 Sport Turbo	£24999	192	171	-
<b>2.0 TDI 140 SE 4Mot. SWB</b> ★★★★★	£38484	138	206	26	1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20	2.0 D3 R-Design S-S	£30495	134	119	24	2.0 200 Duratec	£23499	200	-	-
<b>2.0 TDI 140 SE LWB</b> ★★★★★	£38190	138	189	23	1.6 D2 R-Design Lux S-S	£30745	113	103	20	2.0 D4 Business Edition S-S	£25245	178	99	26	Turbo UK225	£25649	225	185	-
<b>2.0 TDI 140 Exec SWB</b> ★★★★★	£38856	138	189	25	1.6 D2 R-Design Nav S-S	£29245	113	103	19	2.4 D6 AWD Plug-in Hybrid	£50175	275	48	-	1.6 Sport Turbo 3 UK200	£26500	201	178	-
<b>2.0 TDI 140 Exec. 4Mot. SWB</b> ★★★★★																			



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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE
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RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
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LOTUS

ELISE 2dr roadster	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI

GRANTURISMO 2dr coupé	177	5.6	13.1	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA

2 5dr hatch	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 Sky'i-v-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 5dr hatch	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5 5dr MPV	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6 4dr saloon/5dr estate	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
CX-5 5dr hatch	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN

650S 2dr coupé/roadster	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-AMG

C63 4dr saloon	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15

MERCEDES-BENZ

A-CLASS 5dr hatch ★★★★★												
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV ★★★★★												
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr ★★★★★												
C63 AMG Black	186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12
NEW C-CLASS 4dr ★★★★★												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé ★★★★★												
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc ★★★★★												
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★												
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate ★★★★★												
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350CDI S'Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4 ★★★★★												
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4 ★★★★★												
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4 ★★★★★												
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible ★★★★★												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

MG

3 5dr hatch	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6 5dr hatch	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI

MINI 3dr hatch	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
COUNTRYMAN 5dr hatch	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPÉ 2dr coupé	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI

ASX 5dr hatch	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN

PLUS 8 2dr convertible	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 WHEELER 2dr convertible	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

NISSAN

MICRA 5dr hatch	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE
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NOTE 5dr hatch	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
1.5 dCiIn-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUKE 5dr hatch	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Acenta 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo 1.6	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15

Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
<b>QASHQAI 5dr hatch</b> ★★★★★	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
<b>X-TRAIL 5dr hatch</b> ★★★★★	117	11										
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
<b>370Z 2dr coupé</b> ★★★★★	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
<b>GT-R 2dr coupé</b> ★★★★★	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09



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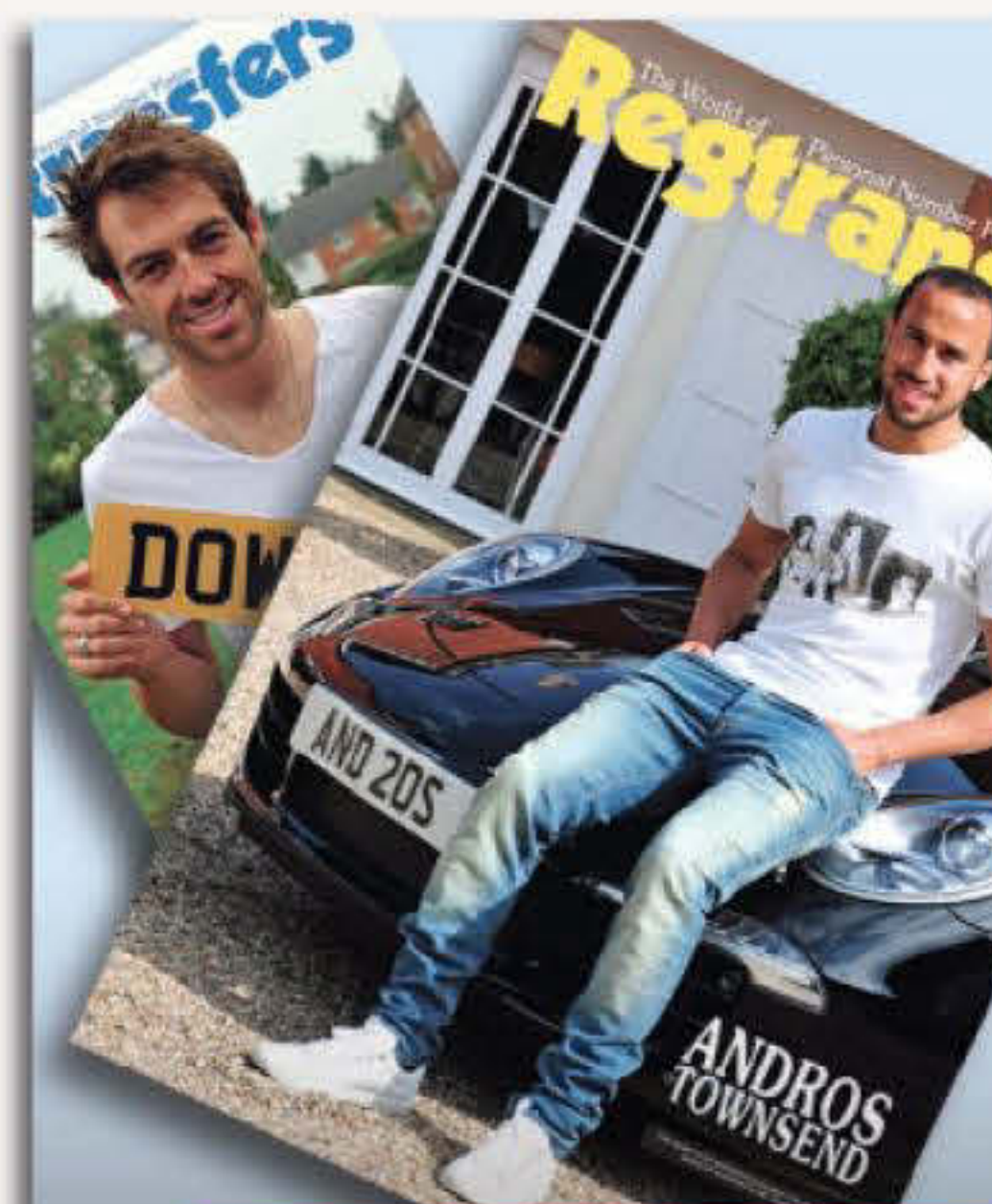


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<b>TER 335A</b> <i>Teresa</i>	ADE 7Y ADO 12A ALB 820W ALC 602N ANN 4I1D ANS 50N APP I4H ARG 7IIE ASA I2E ASK I4M ATT 23E AVE 742D AWA 44D AYR 333E AYR 270N AYT 70N BAC IE BAG 3E B466 OTT BAG 6IIN BAL 333E B4I0 GUN BAN I3R B42 NES BAR 273R BAT 773E BEA 2IIE BEA 777S B34 VEN BEN 2IIE BER 6G BER 2IIL BHA 47IA BI46 KER BLE 453E BLO IIS BLU 270N BOA 6G BOA IL BOG 6IIS BON 3E BOO 73E BOR 3K BOR 63S BOR 2IIL BOR 220W BOS 3E BOW 333E BOY 63E BOY 76E BOY 770N BRE 42R BRE 3W BI20 PHY BRO 573R BRU IIG BUG I3R BUL I42D BUL I4S BUL I3R BUN 7T BUN 74N BUR 26E BUR 26IN BUR 222R BUR 2IIL	Adey Adora Albrow Alcorn Annand Anson Appiah Argyle Asare Askham Attree Aveyard Awad Ayre Ayrton Ayton Bace Bage Baggott Baglin Bale Balogun Banner Barnes Barter Battye Bearne Beats Beaven Benzie Berg Berrill Bhatia Blackler Blease Blois Blurton Boag Boal Boggis Bone Boote Borek Borges Borrill Borrow Bose Bowe Boyce Boyce Boyton Brear Brew Brophy Broster Bruce Bugler Bullard Bullas Buller Bunt Bunyan Burge Burgin Burr Burrill	BUR 220W BI12 TON BUT IL BYA 2D BYR 2IIE CAB 24L CAN 333E CAR 2I3Y C420 LAN CAR 22R CAR 270N CAT 7IIN CAU IIG6E CAU 532R CAV 3IIL CEE 54Y CHII EER CHE 3IIG CHE 27IS CHO IIG CI47 DEN CIO AKE CIO UGH CLU IIE CLY IIE COB 84IN COL I37T COL IIS5 COP 33E COR 2P COR 22IE COR 2T COS 570N COT 77IE COW 3N COW 6IIL COW I35S CRE 336H CRO5 HAW CRY 32R CUL IIP CUR 223Y CUR 2I3R CI17 LER DAB 3R DAL IOW DAR 2IOW DAV IIT DAW 333E DEG I4N D3 NNE DEP 4IA DER 22Y DEW I6K DEW IIG DRO 23IL DRA 63E DRU 6E DUB 8IIN DUN 64IF DUN 63Y DUO IIG DWY 32R EAG 6IE EAR IIL EAR 2I3S	Burrow Burton But Byard Byrne Cabral Cane Carley Carolann Carr Carton Catlin Caunce Causar Cavell Ceesay Cheer Cheng Cheryl Chong Clayden Cloake Clough Clunie Clyne Cobain Collett Collis Cope Corp Corrie Cort Coston Cottle Cowen Cowgill Creech Croshaw Cryer Cullip Currey Currier Cutler Daber Dallow Darlow Davitt Dawe Degnan Denne Depala Derry Dewick Dewing Dorrell Drage Druce Dublin Duncalf Dungey Duong Dwyer Eagle Earl Earles	EAS 777T E45 STY EDK IIS EDW 420S ELA IID EYL 33Y FAN IION FAR 2I5H FAR 223N F42 RER FAR 23R FAU 22E FAY 3P FEII CEZ FEN IION FER 23R FER 22IE FER 2I5S FET 773S FIII TCH FON 536A FOO 73E FOW I35S FRE 334R RFR 33D FRY 73R FUL IIG6 FYF 333E GAL 34A GAL I4S GAR 24D G42 TON GEA 6H GEA IIS G3II TLE G247 TON G23 ENE GRE 32R G2I3 VES G2II NDY GUT 73R HAL 620W HAL I33E HAM I37T H4II SEN HAR 802D HAR 2IOW HAR 20P H45 HAM HAY 47T HAY 73S HAY IIOE H47I OCK HEL I73R HER 2I6K HER 220D HEW I5H HEY 4M HOL I3Y HON I3Y HOW IIG6 HI16 KLE MHU IIT HUY IIH HYD 6E	East Easty Edkins Edwards Eland Eyley Fannon Farish Farren Farrer Farrer Faure Faye Felice Fenlon Ferrer Ferrie Ferris Fettes Fitch Fonseca Footo Fowles Freear Freed Fryer Fullick Fyfe Galea Galia Garrad Garton Geach Geall Gentle Gratton Greene Greer Grieves Grundy Gutter Halcrow Hale Hamlett Hansen Harbord Harlow Harrop Hasham Hayat Hayes Hayhoe Haylock Hellyer Herrick Herrod Hewish Heyam Holley Honey Howick Hubble Huckle Hunt Huynh Hyde	J415 WAL JAM IIS JEL I3Y J3II NER JUT 77IA KAT 42IA KEA 2I3Y KEN 2I6K KER 22IE KHA I24A KI32 NAN KI12 KUP KNE 3E KNE 33N KOO I3R KOP 33C KOP 2I4N LAK 6E LAM IIG LAP I4M LAW I02R LEG 9G LET I4M LOV I6K LUD I4M LUO IIG LUS I3R LYN 4M MAB 3IS MAG 63E MAH IION MAL I3N MAL IIOY MAR 2I3Y MAR 200F MAR 7I7N MAT 77IN MAW 32R MAY 73R MCA 23E MCC 483E M662 ORY MCC IIE M63 WEN MCF 4IIL MCG 63E MCG I3E M660 UGH M6II ROY MCK 4IIE MCN 4I2R MCN 3I6E MCR 24E MEA 606K MED 4IS MEN IIE MER 23IL MER 2I6K MER 2IIN MER 270N M32 VYN MOA 7T MOL I3R MOI DAY MOO 2R	Jaiswal Jami Jelley Jenner Juttla Kataria Kearley Kenrick Kerrie Khaira Kiernan Kirkup Knee Kneen Kooner Kopec Kurian Lake Laming Lapham Lawlor Legg Letham Lovick Ludlam Luong Lusher Lynam Mabel Magee Mahon Mallen Malloy Marley Maroof Marylyn Matty Mawer Mayer McAree McCabe McCrory McCue McEwen McFall McGee McGhee McGough McIlroy McKane McNair McNeice McRae Meacock Medals Mennie Merrell Merrick Merrin Merton Mervyn Meter Moat Moller Monday Moor	MOR 4IIS MOR 3E MOS 620P MOS 550N MOU I3S MOW I4M MI16 HAL MUL I37T MUL IIOY MUR 223Y MUT 76H MYT ION NAH 4R NAL I3Y NEG IIS NEJ 44D N3II ERS NE55 STA NIBI ETT NOB I37T NOL I4N NOR 607T NOR 2I5S NOY 35S NUR 25E OAT 6S ODD 7Y OGL 3E OKO 7E OLD IIG OLL I3R ORT 36A ORI2 TON OVE 24IL OWE 22S OYS 570N PAL IIG PAL IIA PAN 6G PAP 3E PAR 22A PAR 237T PAR 5N PEA 63Y PEA 263Y PED 2I6K P322 OTT PET 2IIE PIE 573D POL 3E POL I33N POP 6E POT 7IIE POW I3Y P206 TER PRU 54K PUT 7I6K PYB IIS PYN 3E RAH I4N REE 36E REE 63X RHO I4S ROA 6IIE ROC 6IIE	Morais More Moscrop Mosson Moules Mowlam Mughal Mullett Mulloy Murrey Mutch Myton Nahar Nalley Negus Nejad Neller Nesta Niblett Noblett Nolan Norcott Norris Noyes Nurse Oates Oddy Ogle Okoye Olding Ollier Ortega Orton Overall Owers Oyston Paling Palla Pang Pape Parra Parrett Parson Peacey Pearcey Pedrick Perrott Petrie Picher Plested Pole Pollen Pope Pottle Powney Proctor Prusak Puttick Pybus Pyne Rahman Reece Reece Rhona Roache Roche	MOR 6E ROU I5E SAB IJ SAF 444K SAR 233N SAW 732S SAY 6E SET 7H SIL4 YMA SHE 3A SHE 32IN SIL3 RPA SHO I23Y SKE 33N SKE 3IY SKE IIE SME 337H SMY IIE SOU I55A SPR 7Y S706 KER S77 UMP STY 7I3R SUJ 4N SUM 22A SUN 6G SWA 22T SYM 333E TAF 7T T4II SEY TEA 2IE T388 UTT TEK IIE TEM 9I3E TER 237T TET 73H TI32 NEY 7I7 LEY TI55 ARD TON I3R TOO 7IIL TOR 2I3Y TOR 2R TRE 336E TUL I37T TUT 3Y TWO 22T VEA IIL VOS 3E VYS 3E WAL 3E WAL IILN RWA 2D WAT I3N W444 YNE WEB 832R WET 770N WOJ 6IK WOR 23IL WOU IID WYE 2R WYM 3R WYS 3E Y4N TES YON 6G YOX 4IIL	Rouse Sab Safak Sareen Sawyers Sayce Seth Shayma Shea Sheerin Sherpa Shorey Skeen Skelly Skene Smeeth Smylie Sousa Spry Stocker Stump Styler Sujan Sumra Sung Swan Syme Taf Tansey Tearle Tebbutt Tekle Temple Terrett Tetteh Tierney Titley Tizzard Tonner Tootill Torley Torr Treecce Tullett Tute Twort Veall Vose Vyse Wale Wallis Ware Wather Wayne Webber Wetton Wojcik Worrell Woulf Wye Wym Wys Yates Yong Yoxall
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56 BN  
67 BN  
23 BO  
56 BR  
32 CA  
54 CB  
93 CB  
CB 26  
43 CS  
49 CS  
13 CT  
19 CT  
CK 20  
33 DL  
73 DN  
73 DS  
DL 95  
DM 77

64 ED  
20 EF  
33 EJ  
29 EL  
12 EP  
45 EP  
EE 11  
33 FD  
27 FK  
34 FM  
FM 19  
FV 10  
43 FW  
56 GE  
56 GF  
58 GH  
37 GS  
19 HE  
HM 33  
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10 HY  
56 JA  
JB 39  
39 JD  
16 JH  
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53 JB  
41 JN  
73 JN  
JP 11  
68 JS  
87 JW

81 KK  
17 KL  
45 KR  
KS 17  
36 KS  
KW 48  
11 LE  
30 LE  
42 LE  
92 LJ  
47 LW  
92 LW  
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11 MG  
MG 65  
75 MJ  
22 MU  
56 ND  
26 NE  
33 NF  
29 NL  
84 NT  
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80 OL  
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40 PB  
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16 PR  
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18 RY  
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AMY 1M  
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AK 7  
AML 77  
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BN 6  
BR 6  
7 BUD  
7 BX  
82 C  
C 144  
4 CAT  
381 D  
1 DT  
DB 171

2 DOG  
5 DOS  
1 DR  
D14 ANE  
DM 77  
E 31  
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25 E  
6 EP  
8 EP  
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FM 19  
FC 6  
4 FFF  
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H 97  
HAJ 1G  
HB 7  
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5 HER  
1 HKV  
HM 33  
10 HY  
HX 1

4 JAK  
JB 39  
4 JEY  
JH 54  
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JJ 2  
JJ 3  
333 JJJ  
JON 1N  
JOY 1S  
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JW 260  
JW 8  
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KW 48  
K4AHN  
KS 17  
KS 5  
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7 LX  
85 M  
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47 N  
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7 NJ  
4 NJU  
NO 4  
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5 OOT  
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11 OU  
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7 XA  
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# Citroën lights up the Eiffel Tower

## 4 July 1925



**A**ndré Citroën wasn't shy about making grand statements to publicise his burgeoning car brand, which he established in 1919. In 1922 he arranged for an aeroplane to write 'Citroën' in the sky above Paris ahead of the opening of the seventh motor show in the French capital.

Three years later he went even better, renting the Eiffel Tower and arranging for a spectacular light show promoting his company – which was based at a factory just along the Seine – to adorn it.

The display was part of the 1925 Paris Expo. It was a significant event in the advancement of the art deco movement; the whole of the city centre was made part of the show and major landmarks were illuminated at night. Citroën's display – which consisted of 250,000 bulbs and 370 miles of wiring – was appraised by Autocar.

"A new attraction to the night scenes in Paris has now been provided by Monsieur André Citroën," our correspondent wrote. "In order further to bring his cars before the public, he has rented three sides of the Eiffel Tower, which is brilliantly illuminated by night with

**'This may fairly be described as the most remarkable and complete flashing advertising sign yet created'**

electrically lit letters each 92 feet high. At first the tower is outlined in luminous lines and then a certain number of small stars and five or six bigger ones with the tail of a comet are seen. At the same time, bright flames shooting skyward appear at the top of the tower.

"As the tails of the comets gradually lengthen to form letters making up the word 'Citroën', two signs, red and blue in colour, bearing the dates 1889-1925, the former the date of the tower's creation, become luminous, and are almost immediately replaced by the double chevrons which are the Citroën trademark. This may fairly be described

as the most remarkable and complete flashing advertising sign yet created."

At that time Citroën Cars Ltd, the UK importer, was based in Hammersmith, London, with a West End showroom in Piccadilly. The manufacturer was a regular and prominent advertiser in Autocar, highlighting its 11.4hp three-seat Cloverleaf and similarly powered English Body four-seater.

Citroën's adverts majored on the manufacturer's "luxury of equipment", stating that "reliability, economy and comfort are taken-for-granted features of all Citroën models". These ads were replaced in subsequent issues by ones featuring the Eiffel Tower.

The illumination became a fixture of Parisien life, remaining on the iconic landmark until 1934. Charles Lindbergh, the first man to fly across the Atlantic, is said to have used the sign to guide him towards Le Bourget Airport as he came in to land in 1927.

André Citroën died in 1935, but by that time the car company had encountered financial difficulties, resulting in the lights being taken down from the tower.

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